THE MAJOR STREET PLAN

VANCOUVER TOWN PLANNING COMMISSION
AUGUST, 1947

A PRELIMINARY REPORT

UPON

THE MAJOR STREET PLAN

TOWN PLANNING COMMISSION
Vancouver, British Columbia

HARLAND BARTHOLOMEW AND ASSOCIATES
Town Planning Consultants
Saint Louis, Missouri, U. S. A.

August, 1947

Price, $1.00

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1947

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317 NORTH ELEVENTH STREET
SAINT LOUIS 1, MISSOURI, U. S. A.

Town Planning Commission,
Vancouver, British Columbia.

Gentlemen:

In accordance with our agreement we are pleased to submit herewith, our report on the revised Major Street Plan for Vancouver. This is another of a series of reports constituting a comprehensive revision of your Town Plan.

With the increased number and use of the automobile, major streets have become an even more important portion of the city's physical structure. The congestion and delays that are encountered on many heavily travelled streets clearly indicate the need for substantial improvements in the future. Likewise, extensive improvements are essential to eliminate hazards to safety.

Vancouver has made considerable progress in improving its major street system under the recommendations of the original Town Plan. A substantial portion of the original recommendations are included in the revised Plan but some adjustments have been necessary because of a change in conditions and to better relate the street system to the existing and probable future population. In addition a new type of street has been evolved in the major highway system, namely, the Vancouver-New Westminster Express Highway or Freeway and the Vancouver area is extremely fortunate in that it will be connected with the Trans-Canada Highway and the national system of express highways which have been proposed for the United States.

During the preparation of this report we have received most helpful assistance from various officials, organizations, and citizens. We especially wish to acknowledge the comments and assistance given by the City Engineer's office.

Respectfully submitted,
HARLAND BARTHOLOMEW AND ASSOCIATES
Per RUSSELL H. RILEY.

TABLE OF CONTENTS

Page

INTRODUCTION 9

GROWTH IN AUTOMOBILE TRAFFIC 11
  Increase in Registration 11
  Traffic Accidents 12
  Traffic Volume 12

PROPOSED MAJOR STREET SYSTEM 14
  Accommodation of Different Types of Vehicular Movement 14

PROPOSED MAJOR STREETS 16
  Radial Routes 16
    East and West Radials 16
    Area Served by North and South Radials 17
  Major Streets Served by Burrard Street Bridge 20
  Vancouver-New Westminster Express Highway 28
  Major Streets—Other than Radial Routes 29
    East and West Streets 29
    North and South Streets 43
  Diagonal—South Vancouver Area 51

MAJOR STREET DELETIONS 52

NEW MAJOR STREETS 54

AMENDMENTS TO MAJOR STREETS OF THE 1930 REPORT 55

REPLOTTING 56
  Hastings Townsite 56
  Southeast Portion of the South Vancouver Area 56

APPENDIX 58
  Commission's Report on Arbutus Street 58

INDEX TO SUMMARY OF MAJOR STREET ROUTES 61

SUMMARY OF MAJOR STREET ROUTES 64

INDEX OF PLATES

Plate 1. Traffic Counts 12
Plate 2. Capacities of Proposed Major Streets 13
Plate 3. Major Street Plan 14
Plate 4. Area and Population Served by False Creek Bridges 18
Plate 5. Distributor Street and Connections 20

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INTRODUCTION

The street system is undoubtedly the most important physical public facility in Vancouver. It is the framework of the entire city structure, around which the other component parts are built. The most important function of streets is to provide a channel for the movement of persons and goods and the provision of access to all abutting property. They also afford light and air to the buildings, and locations for essential facilities such as water and gas mains, sewers, and electric and telephone lines.

The majority of the city streets were established prior to the advent of the automobile and truck and they were able to serve satisfactorily all the above functions. The mass production of automotive vehicles, however, placed an unusually heavy burden upon the streets. In many instances the system is inadequate to accommodate properly this new type of vehicular movement. One of the principal defects is that, with a few exceptions, the existing streets in Vancouver are of a uniform width, approximately 66 feet. This was adequate for the pedestrian and horse-and-buggy travel, but quite inadequate for the large volume of motor vehicles presently concentrating on the routes leading between populated centres and principal traffic objectives, such as the central business district. It is essential that there be a major street plan showing what improvements are needed on certain strategically located routes so that such streets can be improved gradually and thus be fitted to accommodate the large volumes of traffic.

It is fortunate that these major streets represent only a comparatively small portion of the total street system. The more expensive improvements can be concentrated upon a relatively few routes and the remainder of the streets can retain their present widths and require only a comparatively narrow and inexpensive type of pavement.

An adequate major street system has an important bearing upon the character and type of development within large urban areas. Several wide and direct streets are needed to make the central business district conveniently accessible from all sections of the city and thus protect the property values in this important area. Otherwise, the commercial development will tend to move to more outlying areas where less difficulty will be encountered by the people who patronize and use their facilities. Industrial districts also must be made accessible to people working within the districts and to the large number of trucks that serve the areas.

The development of different sections of the city will be retarded unless the areas are made accessible by adequate thoroughfares. On the other hand, large volumes of traffic are detrimental to adjoining residential property which comprises a larger area than all other uses. It is imperative that large proportions of the vehicular movement be concentrated on a few wide streets, and that the balance of the system be used as minor thoroughfares carrying only traffic desiring to reach and service the residential development. Unless a comprehensive major street system is developed, traffic will continue to disperse over the majority of the streets and thus adversely affect much residential development.

Vancouver has had the advantage of a major street plan since 1930, and many important improvements have been made, as a result of this plan, which have benefitted materially the movement of vehicular traffic within the city. The present study is a re-appraisal of the earlier plan in accordance with modern standards and with changed conditions of growth and development that have occurred since 1930. Of particular importance is the adjustment of the major street routes to the probable future population pattern that was proposed in the first phase of the present planning programme.

While there has been rapid progress in the development of new transportation facilities, such as the aeroplane and the helicopter, there is no indication that either of these facilities, or any other now contemplated, will supplant the automobile as a primary means of moving persons and materials in urban areas. It is, however, becoming most essential that some of the more important and strategically located major routes be brought to a high standard by providing wide pavements, by the elimination of grade crossings, and similar improvements, that will reduce the interference of traffic using these routes. By adopting a higher standard on certain key routes in the city, probably fewer major streets conforming to present standards will be required.

GROWTH IN AUTOMOBILE TRAFFIC

INCREASE IN REGISTRATION

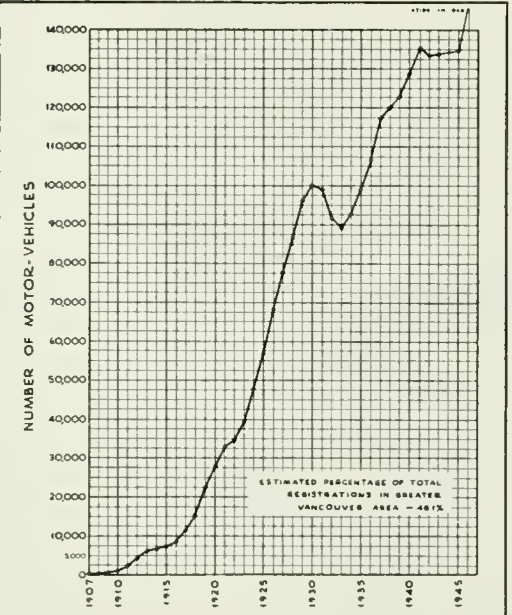
The number of motor vehicles — passenger automobiles, motorcycles, trucks, and busses—has increased rapidly during the past three decades. The following Table Number 1, shows the trend in automotive vehicle registration in British Columbia since 1907. These data also are shown graphically.

Table Number 1

TREND IN MOTOR VEHICLE REGISTRATION

British Columbia

Year	*of Vehicles Number*
1907	175
1910	1,026
1915	7,440
1920	28,000
1925	56,901
1930	100,151
1935	99,083
1940	128,814
1945	134,788
1946	147,196



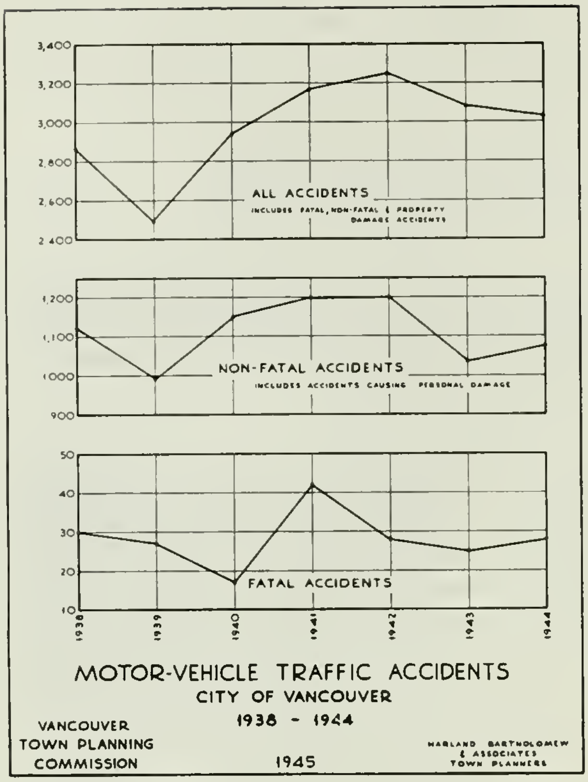
BRITISH COLUMBIA
MOTOR-VEHICLE REGISTRATION
1907 - 1945

VANCOUVER TOWN PLANNING COMMISSION

1945

HARLAND BARTHOLOMEW & ASSOCIATES TOWN PLANNERS

It is estimated that approximately 48 per cent of all the automotive vehicles registered in British Columbia are in the Greater Vancouver area. Thus, the number of automobiles in this district has increased from 83 in 1907 to 70,654 in 1946. It is noted that in recent years, there has been a higher proportion, than formerly, of motor busses and trucks, and commercial vehicles. Since the population of the Greater Vancouver area is anticipated to be about 650,000 by 1971, and since the number of motor cars per family will probably show some increase in this period, there should be more than 120,000 motor vehicles in the Vancouver area by 1971. Furthermore, because of the tourist traffic and because of persons living beyond the urban area who visit the city from time to time, there will be a substantial increase in the amount of vehicular movement. Many of the local streets are at times congested and extensive street improvements, including parking facilities, must be provided in the near future.



TRAFFIC ACCIDENTS

The trend of accidents on Vancouver streets from 1938 to 1944 is graphically shown. While the full use of automobiles was restricted during much of this period because of gasoline and tire rationing, there was an increase in the number of accidents. The number of accidents depends upon regulatory measures, educational campaigns, and the safety of the individual vehicles, yet one of the basic causes of accidents is dangerous streets by reason of poor intersections and inadequate widths. Thus, it is essential that the major street programme reduce these causes of accidents to the absolute minimum by improving these basic facilities.

TRAFFIC VOLUME

The Planning Commission has taken city-wide traffic counts at regular five-year intervals since 1927. These are particularly valuable data, showing not only the increase in the volume of traffic but also the trends in the use of various streets by vehicular traffic. With the exception of the traffic count made in 1942, the counts were taken in a Spring month on a Thursday afternoon between 4.30 and 6:30 o'clock. Due to the staggered hours for the closing of offices and stores, the 1942 count was taken between the hours of 4:00 and 6:30.

Plate 1 graphically shows the results of these traffic counts and the trend in traffic volumes. The increase in traffic movement is clearly shown, particularly in the volume entering and leaving the central business district.

Of particular importance is the change in routes that were utilized by vehicles between 1927 and 1947. The major change occurred after the opening of the new Burrard Street Bridge on 1st July, 1932. Prior to that time the Granville Street Bridge was the city's most heavily travelled thoroughfare with Cambie Street Bridge a close second. Literally overnight, Burrard Street Bridge became the chief route in the city, with Cambie second and Granville third. Corresponding increases occurred on the streets leading to the Burrard Street Bridge and similar decreases upon streets serving the Granville Street Bridge.

Similar changes occurred upon the opening of the 1st Avenue Viaduct and the Lions' Gate (First Narrows) Bridge. Traffic along Terminal Avenue and Clark Drive increased from a very small amount to over 1,000 cars in a two-hour period of an average week day. West Georgia Street traffic, as would be expected, increased considerably. However, the opening of the Lions' Gate Bridge caused a decided decline in vehicular traffic over the Second Narrows Bridge.

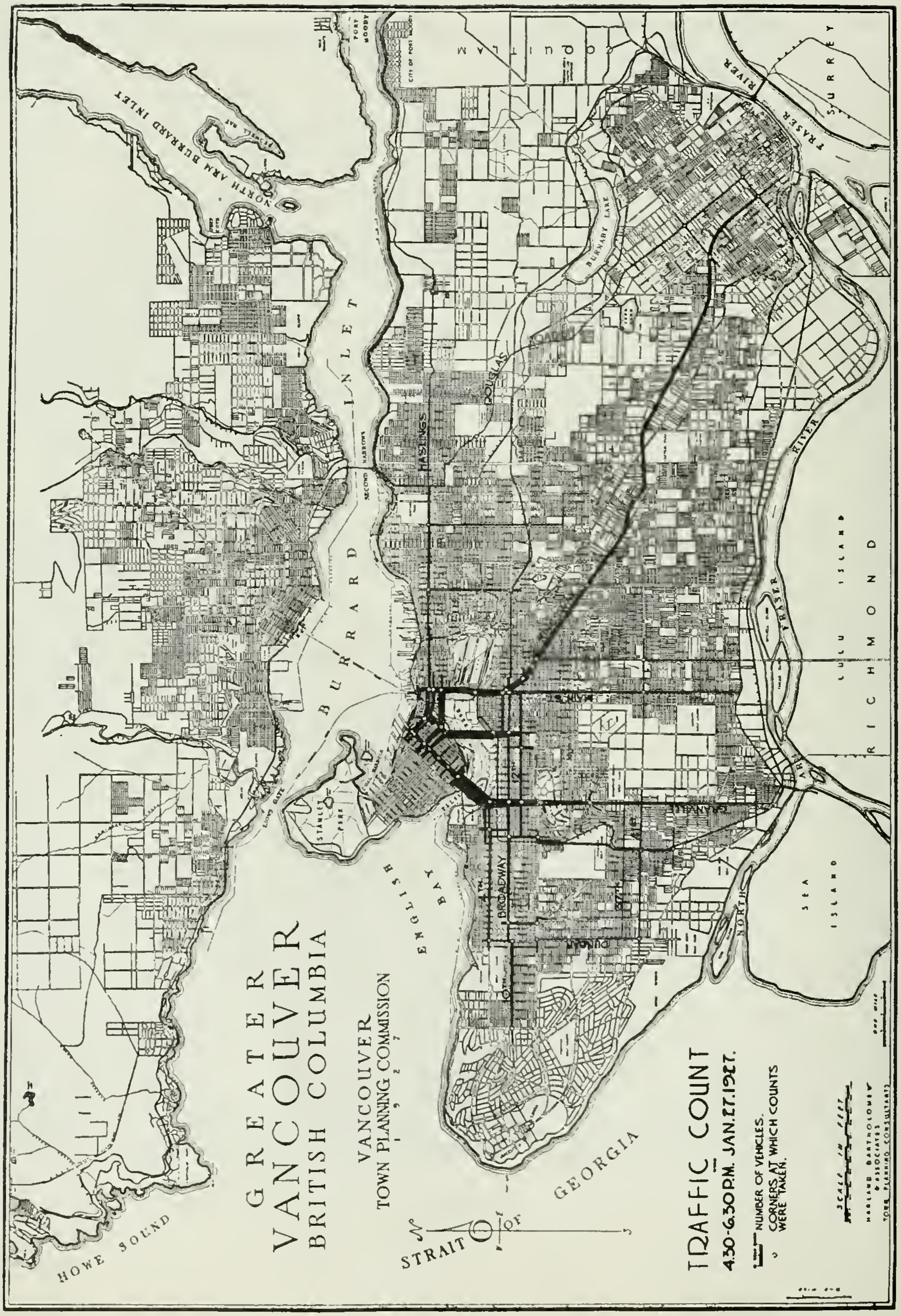

GREATER VANCOUVER
BRITISH COLUMBIA
VANCOUVER
TOWN PLANNING COMMISSION
1927
TRAFFIC COUNT
4.30-6.30 P.M. JAN. 27. 1927.
NUMBER OF VEHICLES.
CORNERS AT WHICH COUNTS WERE TAKEN.
SCALE IN FEET
HARLAND BARTHOLOMEW & ASSOCIATES TOWN PLANNING CONSULTANTS
HOWE SOUND
NORTH ARM BURRARD INLET
BURRARD INLET
SECOND NARROWS
HASTINGS
DOUGLAS ROAD
STANLEY PARK
ENGLISH BAY
STRAIT OF GEORGIA
BROADWAY
GRANVILLE
DUNBAR
COQUITLAM
PORT MOODY
CITY OF PORT MOODY
BURNABY LAKE
FRASER RIVER
SURREY
NORTH ARM
LULU ISLAND
SEA ISLAND
RICHMOND

Plate 1

1927

TRAFFIC COUNTS

GRAPHIC SCALE OF TRAFFIC VOLUMES IN BOTH DIRECTIONS:

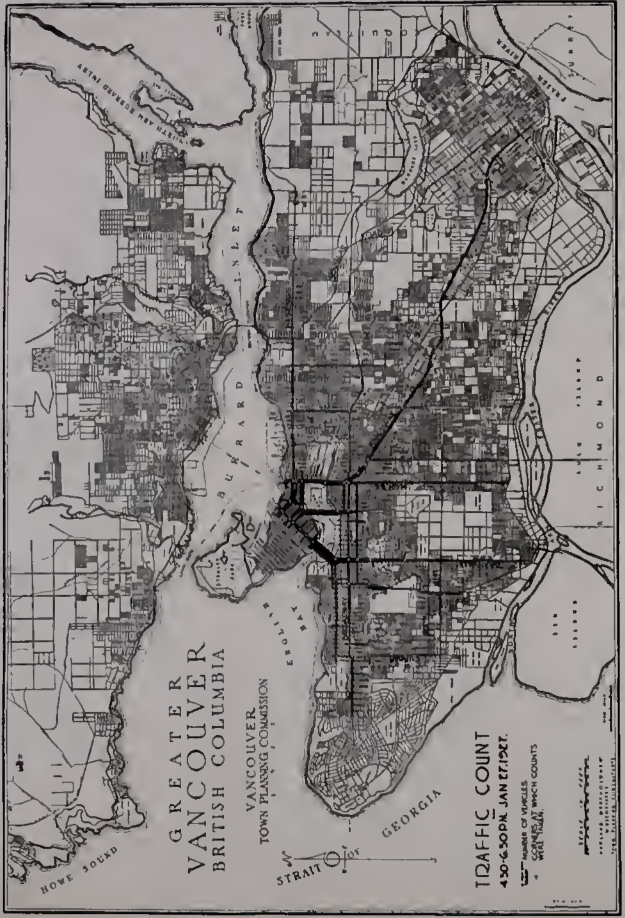
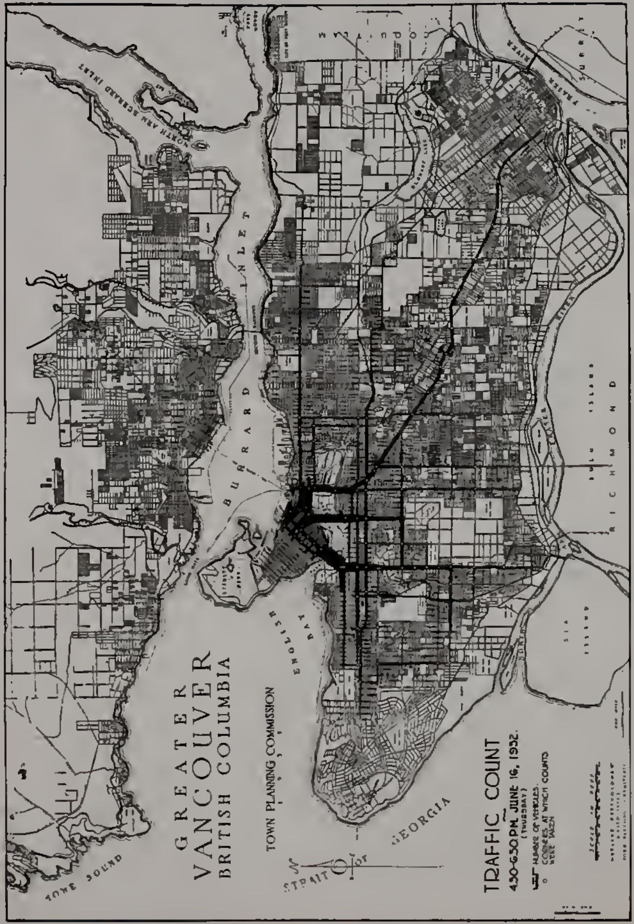
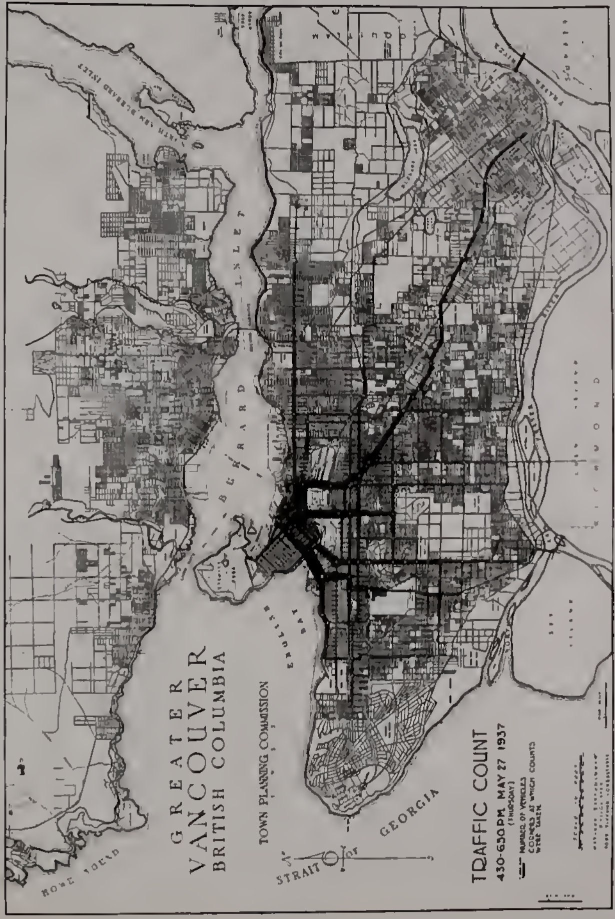


Plate 1

1927



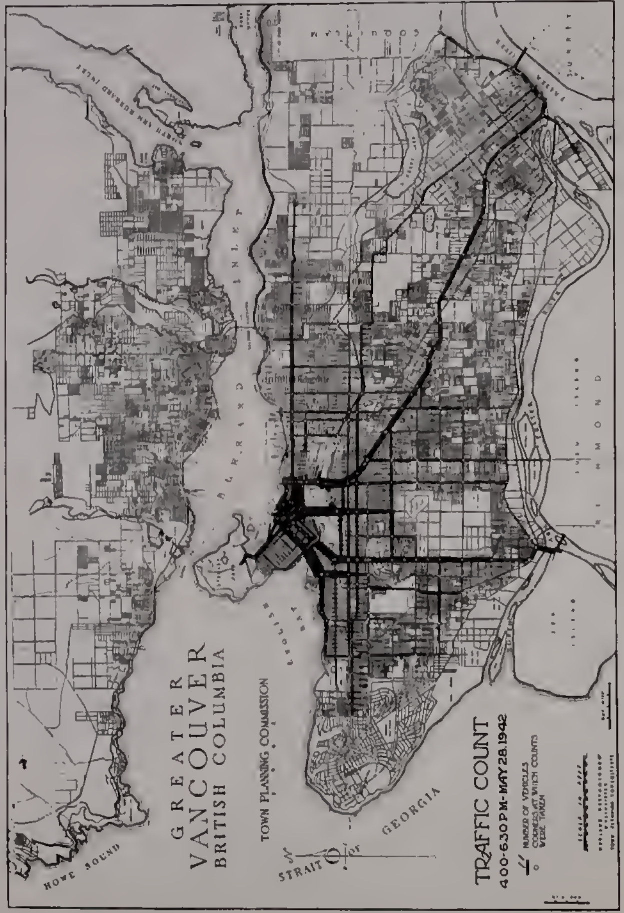
1932



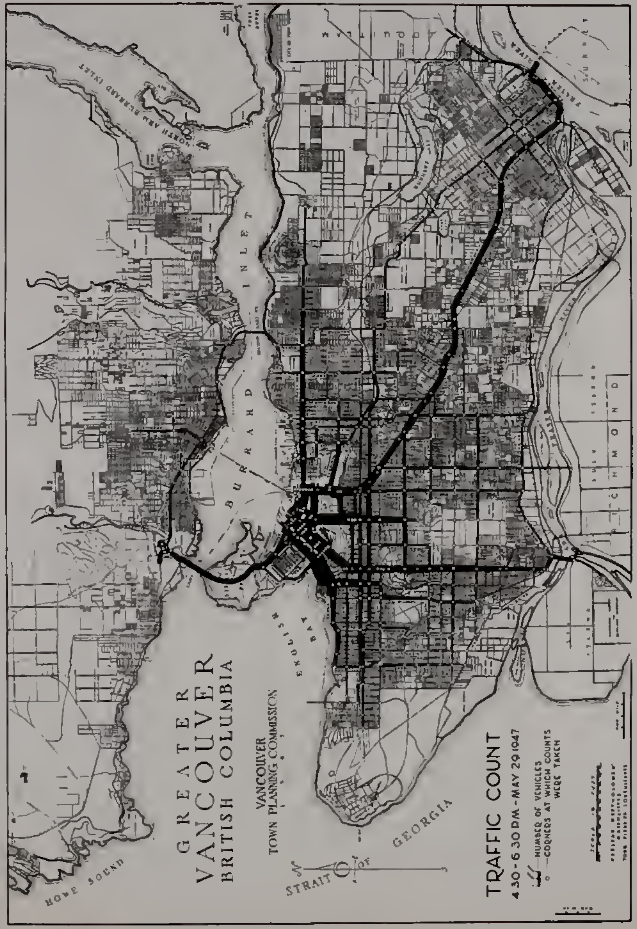
1937

GREATER VANCOUVER

ONE INCH EQUALS 33,784 VEHICLES
E.G.: STREETS SHOWN 1/8" WIDE CARRIED 4224 VEHICLES
STREETS SHOWN 1/16" WIDE CARRIED 2112 VEHICLES, ETC.



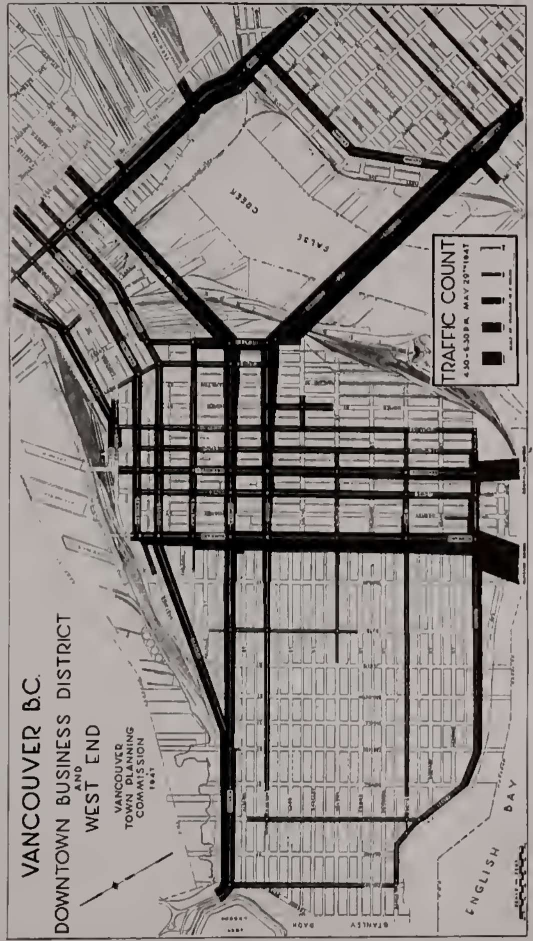
1942


GREATER VANCOUVER BRITISH COLUMBIA
VANCOUVER TOWN PLANNING COMMISSION
TRAFFIC COUNT
4.30-6.30 P.M.-MAY 29 1947
NUMBER OF VEHICLES
CORNERS AT WHICH COUNTS WERE TAKEN
BURRARD INLET
ENGLISH BAY
STRAIT OF GEORGIA
HOWE SOUND
RICHMOND

1947

DOWNTOWN BUSINESS DISTRICT AND WEST END

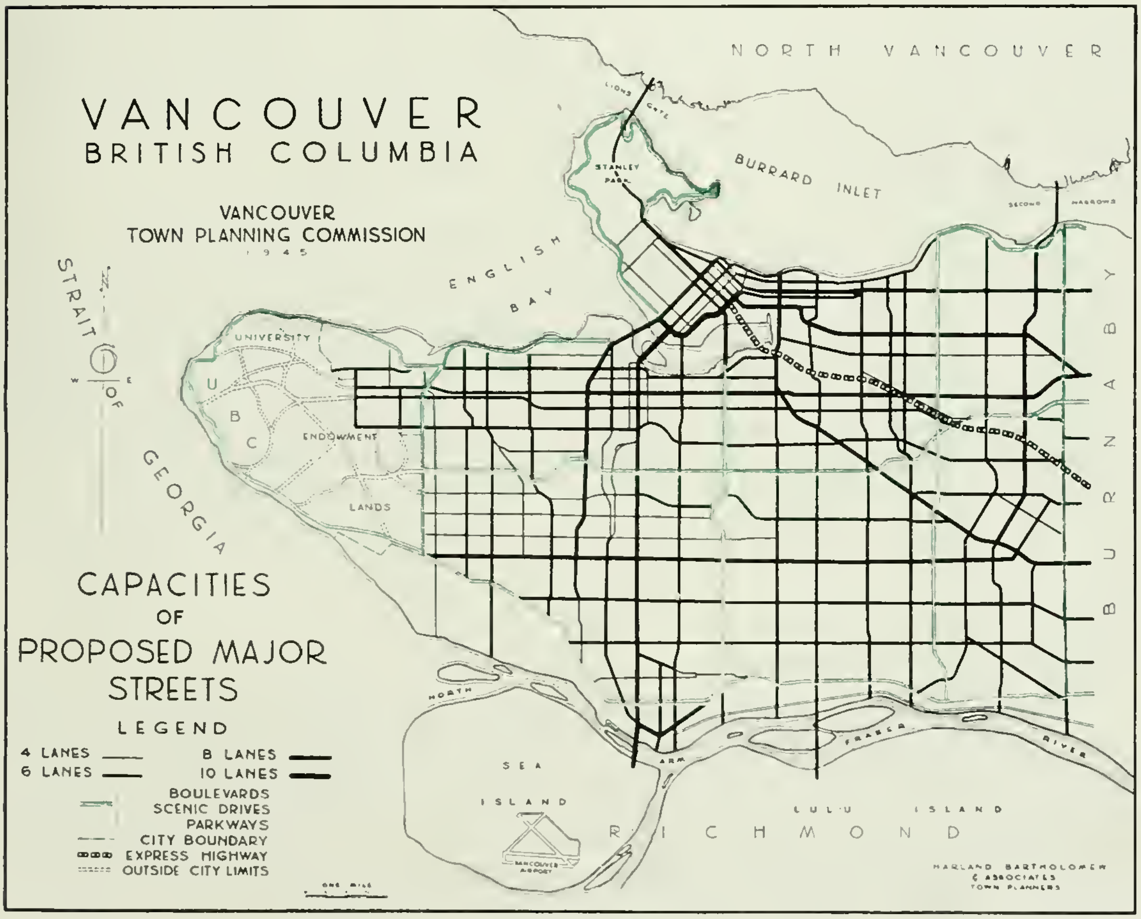
ONE INCH EQUALS 13,900 VEHICLES
E.G.: STREETS SHOWN 1/8" WIDE CARRIED 1738 VEHICLES
STREETS SHOWN 1/16" WIDE CARRIED 869 VEHICLES


VANCOUVER B.C.
DOWNTOWN BUSINESS DISTRICT AND WEST END
VANCOUVER TOWN PLANNING COMMISSION 1947
TRAFFIC COUNT
4.30-6.30 P.M. MAY 29TH 1947
FALSE CREEK
ENGLISH BAY
STANLEY PARK

1947

These changes in vehicular movement clearly indicate the desire of motorists to utilize direct, wide, and well-improved major thoroughfares. The openings and improvements of many of the streets in the proposed major street system will have a definite influence in encouraging traffic to use these logical routes. As a result, many other less direct streets can be used mainly for residential and local development without injury to the traffic facilities.

Similar changes in the traffic pattern will occur upon the opening of the proposed new Granville Street Bridge. These inevitable changes in vehicular movement should be anticipated in the street pattern.



(See Page 14) *Plate 2*

PROPOSED MAJOR STREET SYSTEM

The proposed major street system for the City of Vancouver is shown on Plates 2 and 3. Plate 2 is a graphic plan and shows the comparative width of the various routes and their major functions. Plate 3 shows by different symbols, the routes along which the street allowance is now of adequate width, the routes that should be widened and the proposed extensions and connections. The street system is very similar to that proposed in the 1930 Plan and any major improvements made since 1930 in accordance with the earlier recommendations, are incorporated therein.

The major changes between the two plans have resulted primarily from changing conditions and trends. They are of three general classifications, namely:

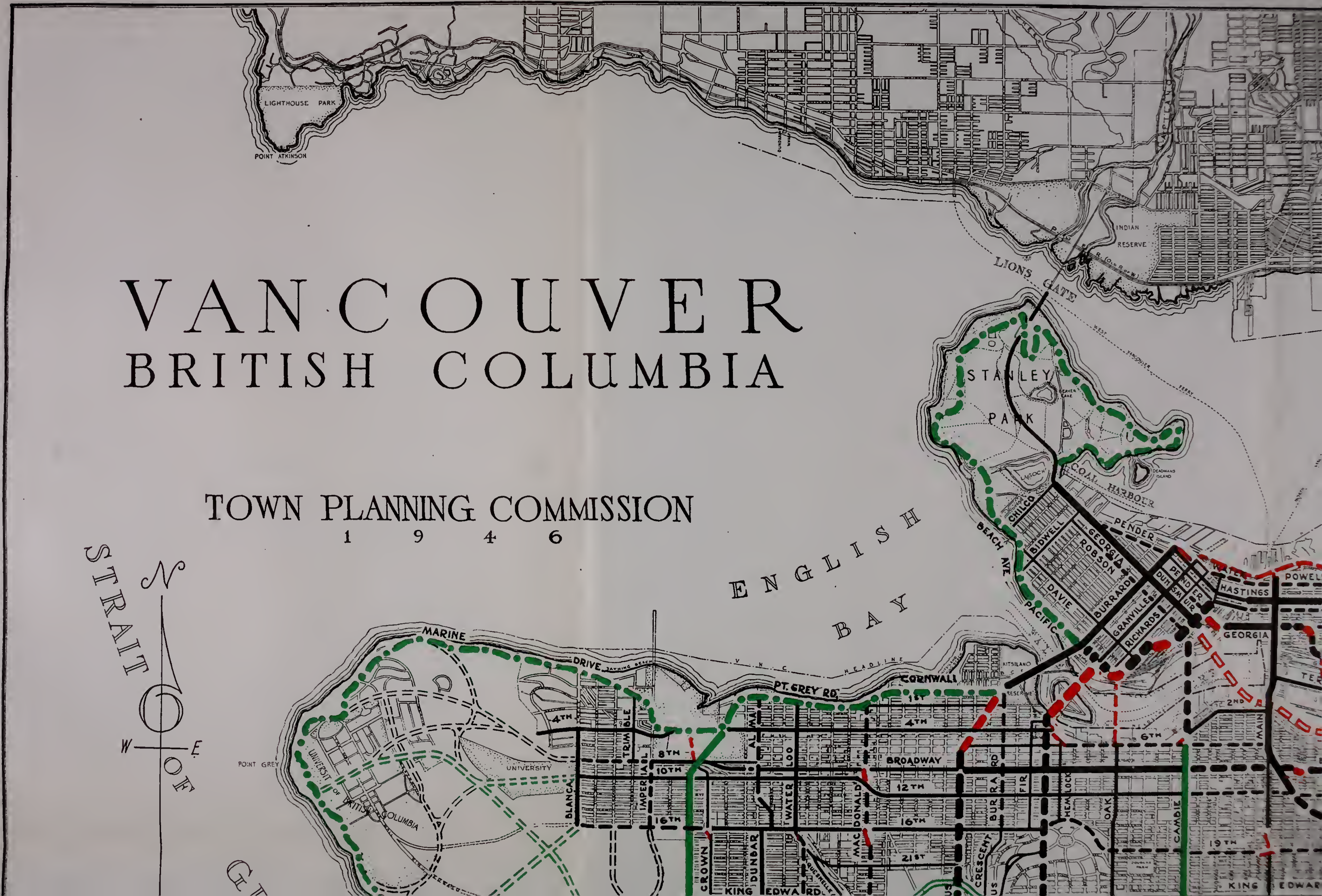
(1) A few key routes are proposed with a higher standard of development. For example, the proposed Express Highway, leading southeasterly from the business district is a logical extension to connect with the Trans-Canada Highway and the national system of highways in the United States, that had not even been considered when the 1930 Plan was prepared. Likewise, both this report and the report upon Parks recommend certain streets to be improved as boulevards, scenic drives and parkways. These will have wide rights-of-way and will be able to accommodate large volumes of traffic.

(2) A few of the earlier proposed major streets have been eliminated under the new plan. For example, 5th Avenue west of Granville Street, Pender Street east of Clark Drive, and Hudson Street north of Park Drive, are not now proposed as major streets. Practically all of these eliminations occur where two streets were very close together—usually only a block apart. It is evident that one of the streets can carry the traffic and the use of both streets results in difficult zoning problems and adversely affects too much residential development. Major streets have such an influence upon securing and protecting sound neighbourhood development that it is decidedly advantageous to improve fewer streets to a higher standard.

(3) Finally, changing conditions have necessitated certain modifications in the earlier plan.

ACCOMMODATION OF DIFFERENT TYPES OF VEHICULAR MOVEMENT

The proposed Plan will adequately accommodate the different types of vehicular movements that can be anticipated in the future. Of particular importance are the streets that will provide for convenient and direct movement between the residential sections and the central business district. Such routes as Hastings Street, the proposed Express Highway, Kingsway, Point Grey Road, Arbutus, Granville, Cambie and Main Streets, lead from populous sections to the business and industrial centres. A large proportion of the total vehicular movement will be concentrated upon these routes and they must be improved to a high standard.



VANCOUVER
BRITISH COLUMBIA

TOWN PLANNING COMMISSION
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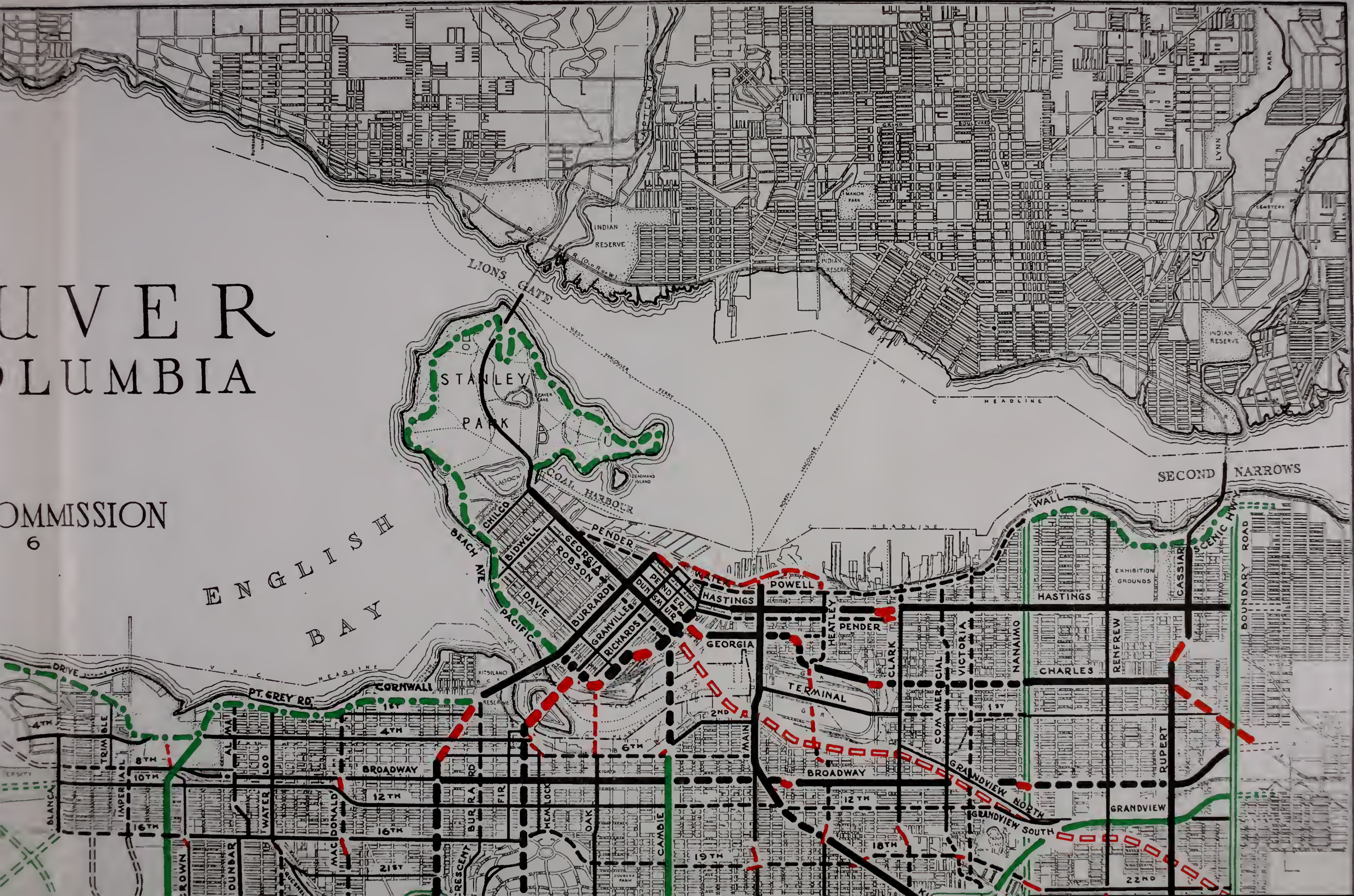
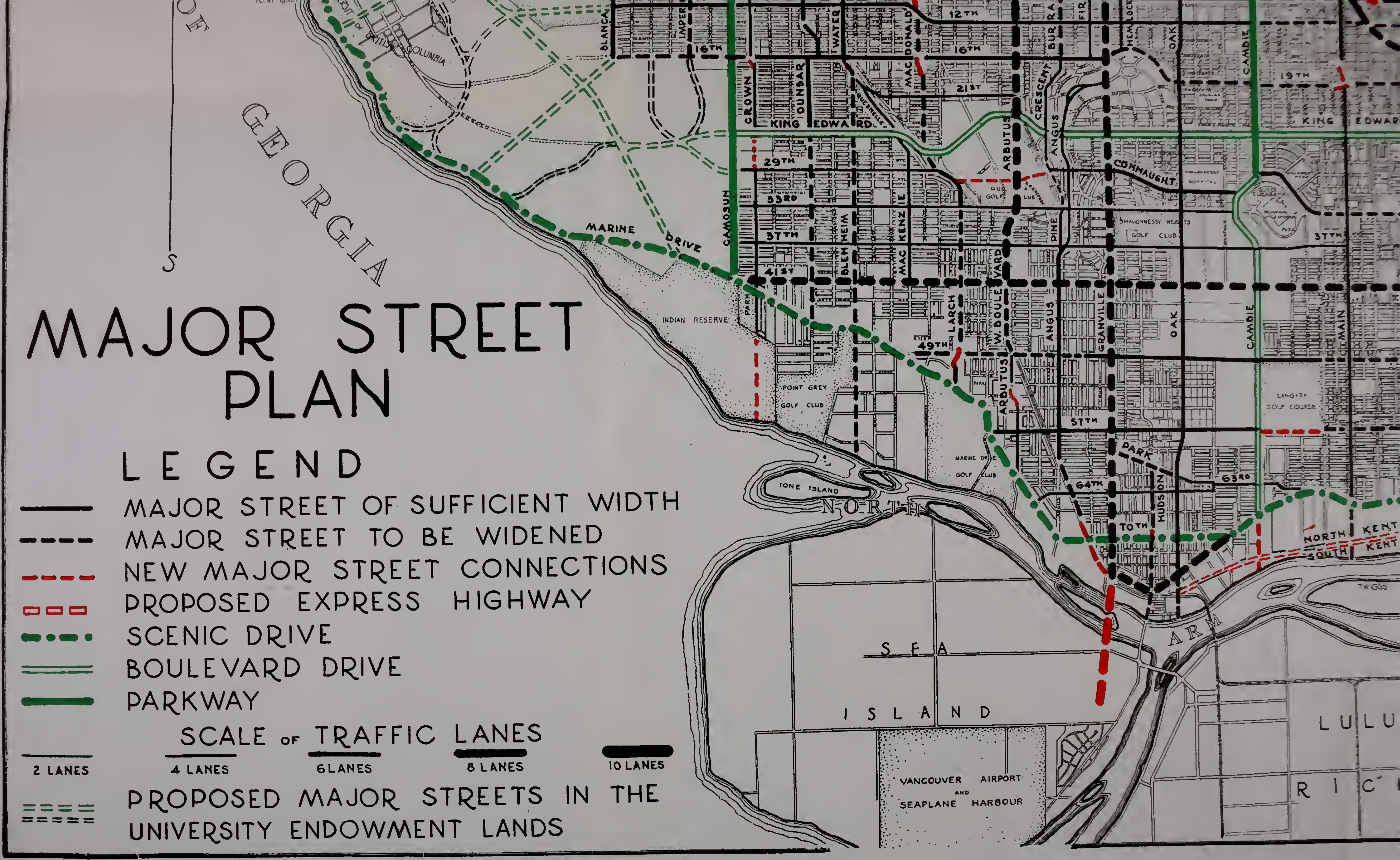

UVER
OLUMBIA
OMMISSION
6
LIONS GATE
STANLEY PARK
INDIAN RESERVE
COAL HARBOUR
ENGLISH BAY
SECOND NARROWS
HEADLINE
WEST VANCOUVER FERRY
NORTH VANCOUVER FERRY
LYNN
CHILCO
BIDWELL
GEORGIA
ROBSON
DAVIE
BURRARD
GRANVILLE
RICHARDS
BEACH AVE
PACIFIC
PENDER
DUNSMUIR
WATER
HASTINGS
POWELL
GEORGIA
HEATLEY
CLARK
COMMERCIAL
VICTORIA
NANAIMO
RENFREW
RUPERT
CASSIAR
BOUNDARY ROAD
SCENIC HWY
WALL
EXHIBITION GROUNDS
CHARLES
TERMINAL
1ST
2ND
4TH
6TH
8TH
10TH
12TH
16TH
18TH
19TH
21ST
22ND
BROADWAY
GRANDVIEW
GRANDVIEW NORTH
GRANDVIEW SOUTH
MAIN
CAMBIE
OAK
HEMLOCK
FIR
BURRARD
CRESCENT
MACDONALD
WATERLOO
ALMA
DUNBAR
TRIMBLE
IMPERIAL
BLANCA
DRIVE
PT. GREY RD.
CORNWALL
KITSILANO



MAJOR STREET PLAN

LEGEND

———	MAJOR STREET OF SUFFICIENT WIDTH
- - - -	MAJOR STREET TO BE WIDENED
🟥 - - - -	NEW MAJOR STREET CONNECTIONS
▭▭▭	PROPOSED EXPRESS HIGHWAY
🟩 ▬ • ▬ •	SCENIC DRIVE
🟩 ═══	BOULEVARD DRIVE
🟩 ▬▬▬	PARKWAY

SCALE OF TRAFFIC LANES

2 LANES
4 LANES
6 LANES
8 LANES
10 LANES

═ ═ ═	PROPOSED MAJOR STREETS IN THE UNIVERSITY ENDOWMENT LANDS

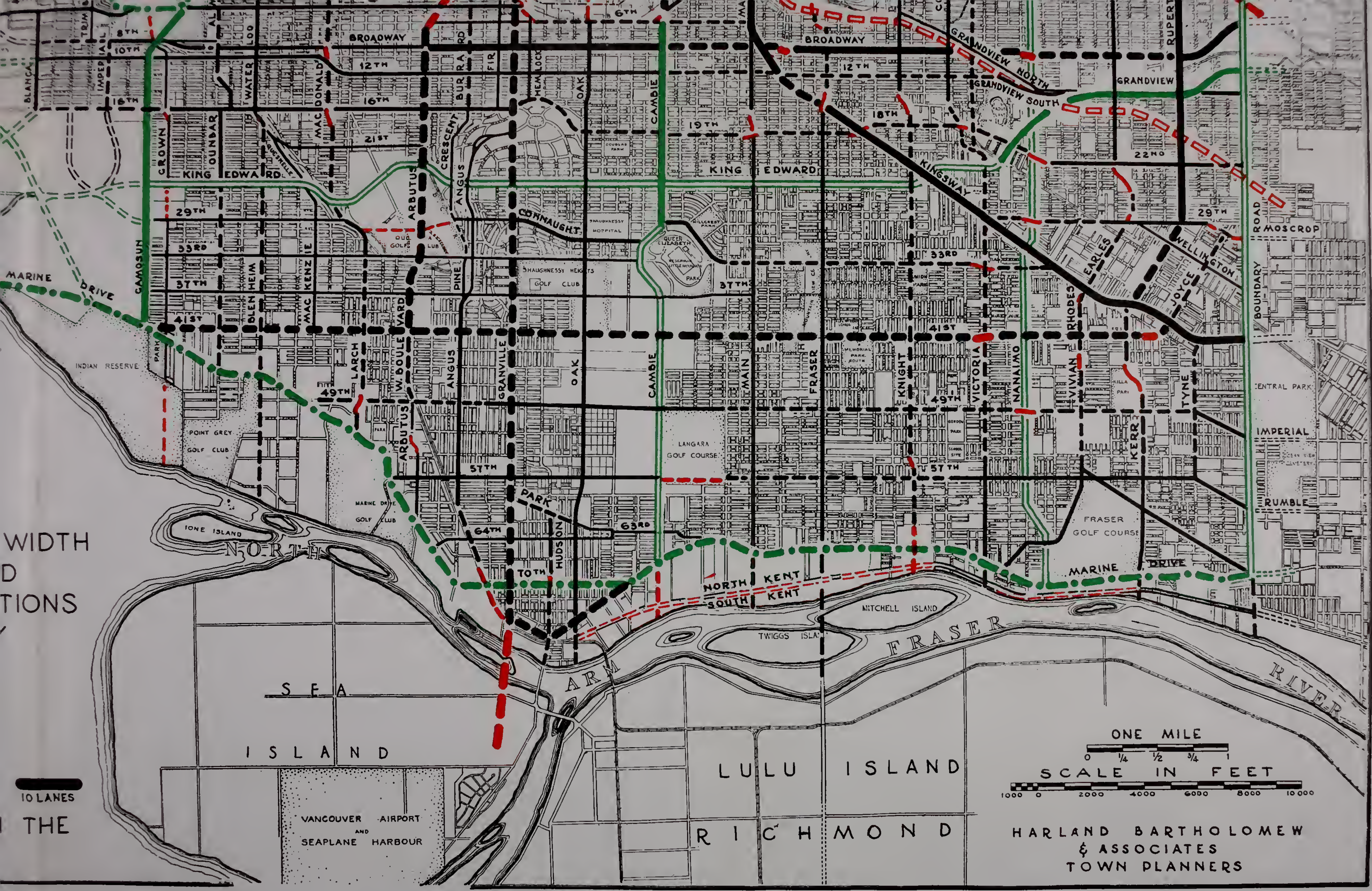

WIDTH
D
TIONS
10 LANES
THE
BROADWAY
12TH
16TH
21ST
KING EDWARD
29TH
33RD
37TH
41ST
49TH
57TH
63RD
64TH
70TH
MARINE DRIVE
CAMOSUN
CROWN
DUNBAR
BLENHEIM
MACKENZIE
MACDONALD
LARCH
ARBUTUS
W. BOULEVARD
ANGUS
CRESCENT
GRANVILLE
OAK
CAMBIE
MAIN
FRASER
KNIGHT
VICTORIA
NANAIMO
RHODES
VIVIAN
KERR
TYNE
JOYCE
EARLES
KINGSWAY
WELLINGTON
GRANDVIEW NORTH
GRANDVIEW SOUTH
GRANDVIEW
CONNAUGHT
PARK
HUDSON
MOSCROP
BOUNDARY ROAD
CENTRAL PARK
IMPERIAL
RUMBLE
NORTH KENT
SOUTH KENT
INDIAN RESERVE
POINT GREY GOLF CLUB
MARINE DRIVE GOLF CLUB
SHAUGHNESSY HEIGHTS GOLF CLUB
QUEEN ELIZABETH PARK
LANGARA GOLF COURSE
FRASER GOLF COURSE
IONA ISLAND
MITCHELL ISLAND
TWIGGS ISLAND
NORTH ARM FRASER RIVER
SEA ISLAND
LULU ISLAND
RICHMOND
VANCOUVER AIRPORT AND SEAPLANE HARBOUR
ONE MILE
0 1/4 1/2 3/4 1
SCALE IN FEET
1000 0 2000 4000 6000 8000 10000
HARLAND BARTHOLOMEW & ASSOCIATES TOWN PLANNERS

Plate 3

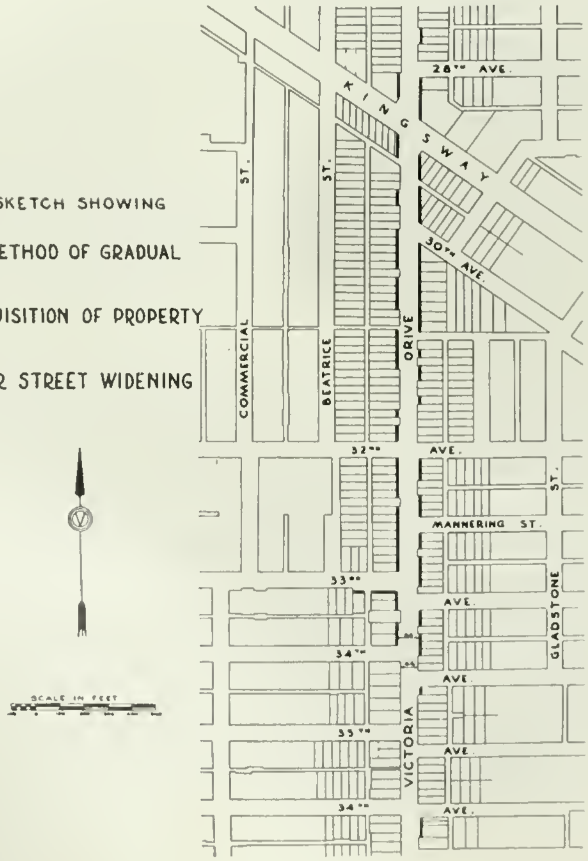
In order to accommodate the vehicular traffic that concentrates in the central area, certain improvements, such as the proposed Distributor Street, are most essential. The majority of the business district improvements are identical with the recommendations of the 1930 Report. However, there must be substantial improvements in the off-street parking facilities within this central area. Recommendations regarding the location and extent of such facilities were made in the report upon the problems of the Downtown Business District.

Finally, a large proportion of the major streets are the crosstown routes which will serve as feeders to the radial routes and will also provide for convenient movement between all sections of the city. The major portion of these routes need not be as wide as the radial streets, but they will perform a most important function in protecting residential development and in encouraging a balanced and economical population pattern.

Vancouver is fortunate in having several wide streets. These will facilitate the development of the proposed system because land acquisitions are usually the most expensive portion of improvement costs. However, this is not always the case. For example, in the Kingsway widening the removal of the buildings was the more costly. Furthermore, many of the proposed routes are located either in unsubdivided areas or in sections that should be replotted, which fact will further assist in obtaining street allowances at little or no cost for acquisition of the land. The entire system can be developed gradually over a long period at a cost commensurate with the city's financial ability and with the widespread advantages obtained from the improvements.

While the street widening programme has not been carried out to any great extent, a number of building lines have been established under the provisions of the Zoning and other By-laws. In the sale of municipally owned property abutting on streets recommended for widening, the city has retained the 7-foot or 17-foot strips from the various lots, as required. Thus by the process of accretion a considerable amount of widening has been accomplished at no expense.

In connection with the right-of-way widths of street allowances, there are some instances in which the proposed width is less than the one now existing along certain portions of the routes. This does not imply that any portion of the right-of-way is to be vacated but instead



SKETCH SHOWING

METHOD OF GRADUAL

ACQUISITION OF PROPERTY

FOR STREET WIDENING

indicates the ultimate width of paving. For example, if the right-of-way width is 80 feet, the street should eventually have 56-foot pavement. Thus if a portion of the street now has a 99-foot right-of-way, there would be no need for a standard 76-foot pavement, but the extra width can be used to good advantage as a boulevard strip between the pavement and the adjoining property.

PROPOSED MAJOR STREETS

The following is a brief discussion of the various routes that should ultimately comprise the major street system. They are discussed under headings according to the major function which they will perform:

RADIAL ROUTES

In accordance with the strict sense of the term, Kingsway would probably be considered the only true radial thoroughfare in Vancouver, and even it has no direct connection with the central business section. However, in the sense of routes leading to or from the downtown district, there are several very important ones that should logically be called radials. Others, though somewhat indirect, function as such.

EAST AND WEST RADIALS

GEORGIA AND PENDER STREETS, WEST END

Georgia Street, a 99-foot thoroughfare, has always been considered as Vancouver's "show street". Its western terminus forms the entrance to Stanley Park, and its use has increased greatly since the construction of the Lions' Gate Bridge leading to North and West Vancouver.

Pender Street West, branching from Georgia Street near Cardero Street, to the northerly portion of the main business district, is but 66 feet wide. As this is a very important radial and carries a transit line it is recommended that it be widened to 80 feet from Georgia to Burrard Streets. A building line has been placed on this street recently.

GEORGIA STREET, EAST TO CHARLES STREET CONNECTION

The Georgia Viaduct provides an efficient and rapid route from the business district. East of Main Street, however, Georgia Street will require widening as far as Heatley Avenue. In order to reach the outlying eastern sections of the city a connection to Charles Street is proposed.

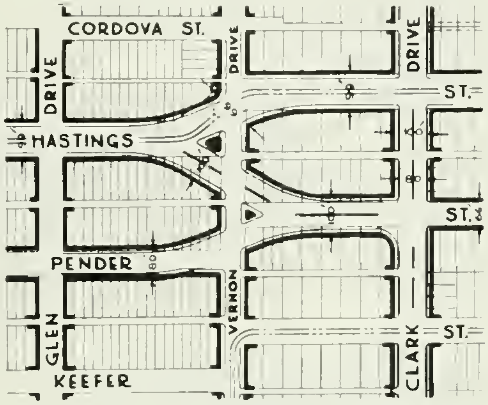
With the acquisition by the city of the former Great Northern Railway Company property at the northeast corner of the False Creek fill, a large portion of the route of this proposed connection has been automatically acquired. The route originally recommended will be changed somewhat and the one now recommended is shown on Plate 3. It is proposed to use Jackson Avenue from Atlantic to Georgia Streets as a part of this connection. Although this will mean a right-angle turn at Jackson Avenue and Georgia Street, and the cutting of the northeast corner of MacLean Park, the diagonal severance of property in the blocks between Georgia and Atlantic Streets and Jackson and Hawks Avenues, as originally recommended, would be avoided. A viaduct similar to that connecting Terminal and 1st Avenues will be required to bridge the railway tracks and sidings between Glen and Clark Drives; this viaduct, of course, was envisaged in the original diagonal recommended.

Near Boundary Road, the route will be diverted in a southeasterly direction to connect with the Central Arterial (Lougheed) Highway.

Hastings and Pender Streets East

These streets lead directly from the city centre to the east. As previously mentioned, Pender Street, east of Clark Drive, is not proposed as a major street, because Hastings Street will be able to accommodate the traffic east from this point. Its elimination as a major street will obviate the necessity of property acquisition (66 to 80 feet) from Clark Drive to Nanaimo Street. The pavement, however, should be of sufficient width to provide for four lanes of traffic. No widening is recommended on Hastings Street within the city limits. Unfortunately, east of Boundary Road, it narrows to 66 feet. This traffic congestion has been aggravated along this constricted portion by a commercial development in Burnaby for over half a mile.

The jog on Hastings Street at Vernon Drive was partially corrected by truncating the northwest corner. However, Hastings Street is considered to be of such importance that it is again urged that the southeast corner likewise be acquired and this bad jog improved. The Pender Street jog at Vernon Drive should also be improved before building development increases the cost. The accompanying sketch also shows the new proposed connection between Hastings Street and Clark Drive via Pender Street. This is recommended in view of the importance now attached to Clark Drive as a major street.



PLAN SHOWING ROADWAY WIDENING
& IMPROVEMENT
OF
HASTINGS & PENDER STREETS
AT VERNON DRIVE
AND
THEIR CONNECTION TO CLARK DRIVE

Area Served by North and South Radials

The above described streets lead east or west from the main business district north of False Creek. The following streets on the south side of the Creek are considered as radials: Burrard, Granville, (Oak — although as yet not directly connected with the business district), Cambie and Main. Both the first and last named have important major streets branching to the west and east which in turn may be considered radial in effect.

In order to obtain a more complete perspective of the comparative importance of these streets, more particularly, Burrard, Granville and Cambie—and their False Creek connections—Plate 4 has been prepared. This plan shows the probable distribution of the future population, based upon the assumption that there will be close to one-half million people within the city's corporate limits by 1971. The "spheres of influence" of the three arterials leading from the south shore of False Creek are defined as shown.

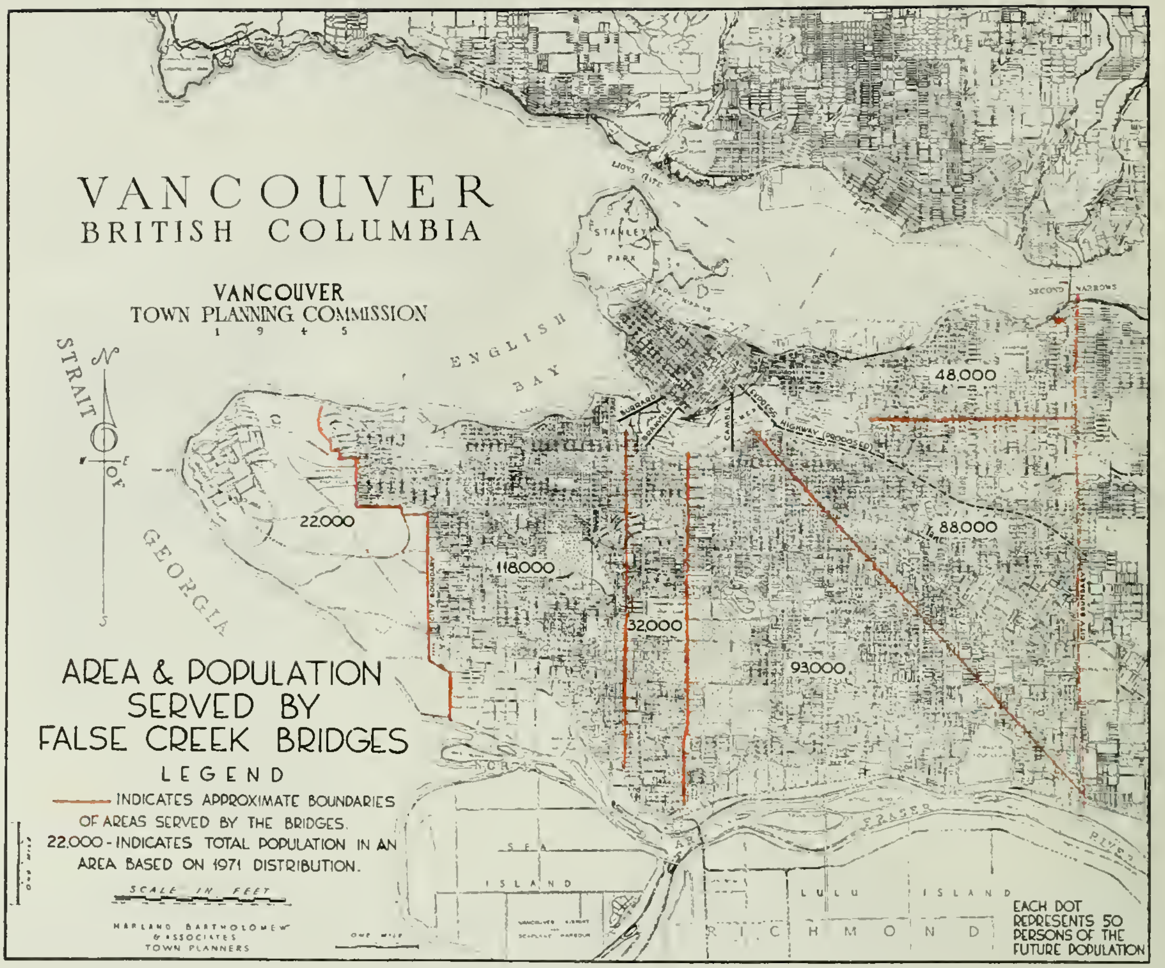


Plate 4

The dividing line between areas served by Burrard and Granville Street Bridges, was taken as Pine Street—one block east of Burrard Street. The line between Granville and Cambie Street Bridges was set midway—Oak Street. Admittedly it is difficult to define any line of division between Cambie and Main Streets (and the latter's very important tributary, Kingsway) as traffic from these thoroughfares has a choice at 7th Avenue and Main Street, between using Main Street or the Cambie Street Bridge. The next arterial road chosen, therefore, is the proposed Express Highway. The division line was arbitrarily drawn from a point on the south side of False Creek, approximately midway between Cambie and Main Streets, to the southeast corner of the city, a point near the British Columbia Electric Railway (Marpole Line) and Boundary Road. The division between the Express Highway and the Hastings Street areas was set along Grant Street.

It was determined, that by 1971, the number of people living west of Pine Street, produced south, parallel with Granville Street, (mainly along Marguerite Street) to the present city limits, would be 118,000. To this should be added the residential district of the University Endowment Lands. Assuming that 2,200 acres of the total area of these lands will be available for subdivision for residential purposes, and also assuming a density of 10 persons per gross acre, it is estimated that there will be a population on University Hill within the next 25 or 35 years of 22,000. There then would be a total population of 140,000 west of Pine and Marguerite Streets.

The area between Pine and Oak Streets which would be served by the Granville Street Bridge, will contain 32,000 persons.

There is no doubt but that there would be a considerable number of persons living between Pine and Arbutus Streets, who would use the Granville Street Bridge when it is replaced, in preference to the Burrard Street Bridge, even though the area is immediately south of and contiguous to the latter. As a matter of information it has been determined the area between Pine (and Marguerite) and Arbutus Streets, and 4th Avenue and S.W. Marine Drive, will contain 17,000 persons.

The area served by the Cambie Street Bridge and the proposed Express Highway will contain 93,000 and 88,000, respectively.

The area north of Grant Street to the waterfront, which would be served by Hastings Street and its auxiliary parallel streets, will have a population of 48,000.

Burrard Street

This 99-foot street forms the westerly boundary of the downtown business district. As it leads directly to the Burrard Street Bridge it will serve as a collector and distributor of traffic throughout the westerly portion of the downtown business district.

As previously explained, south from the bridge, several streets which have the characteristics of radial arterials, branch to the west and southwest to serve large residential areas.

Distributor Street

This project was strongly recommended in the 1930 Report. The route then recommended followed along Pacific Street, from Burrard to Richards Street, a connection to Homer Street, thence north along Homer Street to Smithe Street, a diagonal connection to Cambie Street near Georgia Street, and thence along Cambie Street to Pender Street. This street was intended to function as a distributing and collecting medium to serve the southerly and easterly portions of the central business district as Burrard Street serves the westerly portion. Although it received much favourable comment, no steps have been taken to further the project—due to depression and war. It is again recommended. It should be 120 feet in width with provision for four lanes of moving traffic and one parking or stopping lane in each direction. To as great a degree as possible it should be a surface improvement so that traffic can enter or leave at the intersections. When completed this street will expeditiously distribute the traffic into the business district grid. It will also facilitate the movement of the comparatively small amount of traffic desiring to pass around the business area. There will be adjustments to be made in the grades of some of the streets crossing this route, but these should not present impossible conditions of design or development. This street will underpass Robson and Georgia Streets and thus some suitable traffic interchange will have to be provided at these points. (*See Plate 5*).

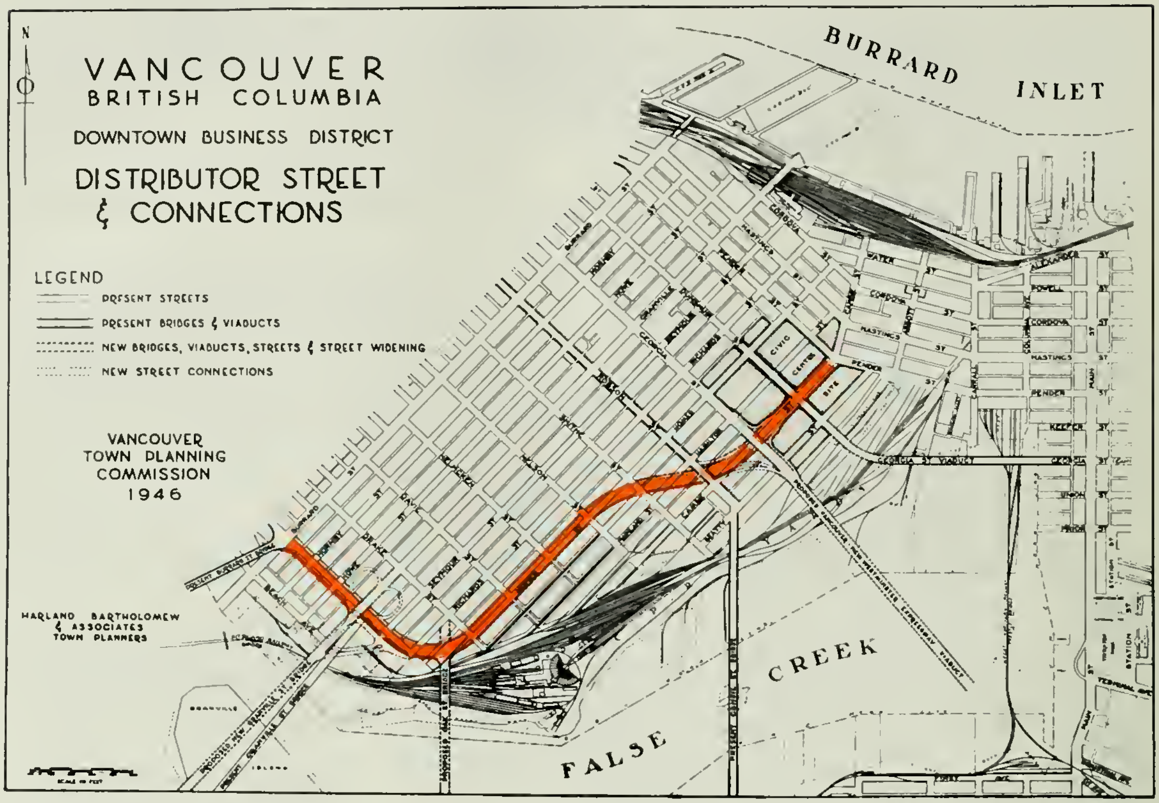

N
VANCOUVER
BRITISH COLUMBIA
DOWNTOWN BUSINESS DISTRICT
DISTRIBUTOR STREET & CONNECTIONS
LEGEND
PRESENT STREETS
PRESENT BRIDGES & VIADUCTS
NEW BRIDGES, VIADUCTS, STREETS & STREET WIDENING
NEW STREET CONNECTIONS
VANCOUVER TOWN PLANNING COMMISSION 1946
HARLAND BARTHOLOMEW & ASSOCIATES TOWN PLANNERS
BURRARD INLET
CIVIC CENTER SITE
FALSE CREEK

Plate 5

MAJOR STREETS SERVED BY BURRARD STREET BRIDGE

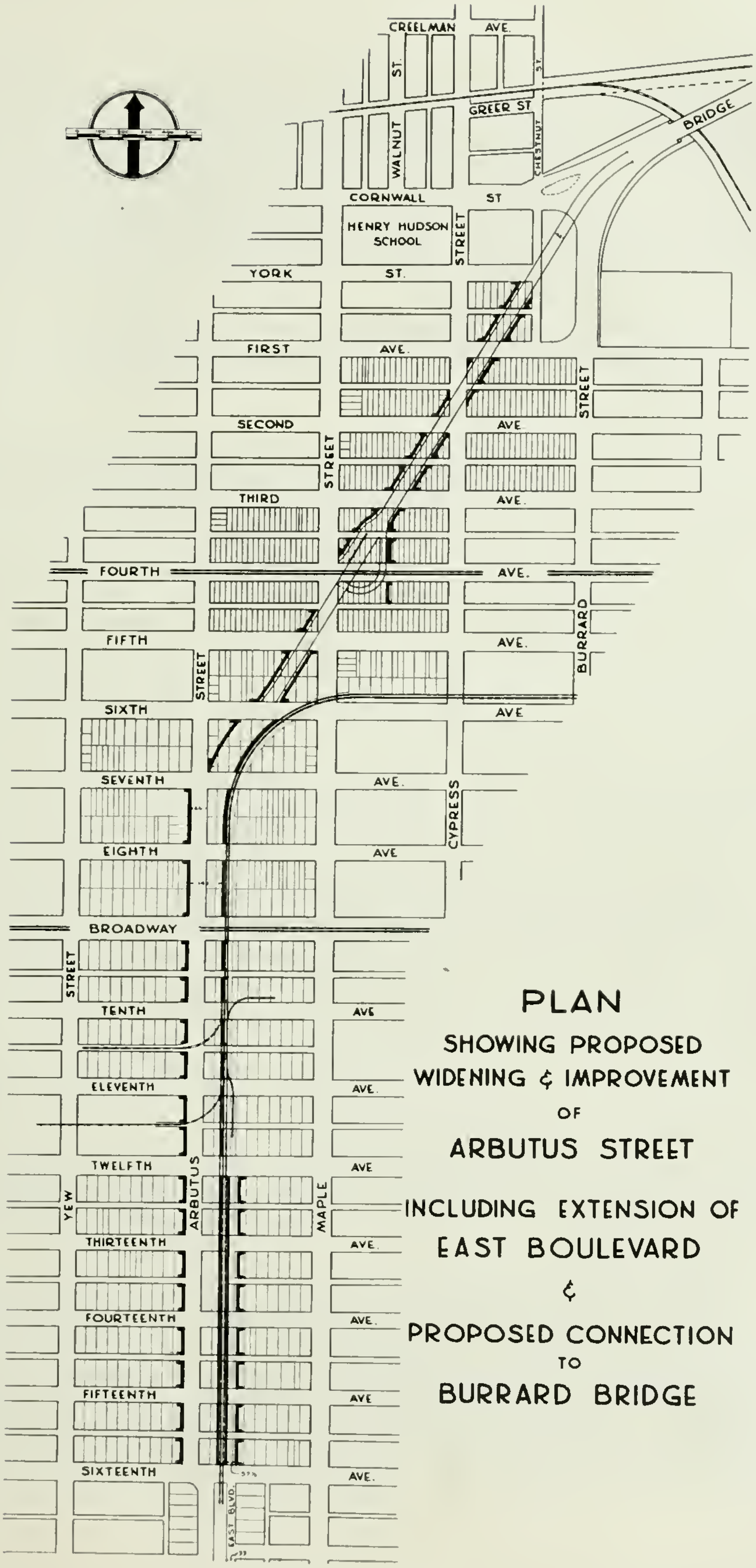
Cornwall Street and 1st Avenue—both lead to Point Grey Road which not only serves the waterfront residential section but it also serves as a marine drive along the south shore of English Bay.

4th Avenue and Broadway West — not only serve the residential areas through which they pass, but both lead to the large West Point Grey and University Hill residential districts.

Burrard Street—south of False Creek, serves the industrial section of Kitsilano and extends to Shaughnessy Heights.

Arbutus Street—This thoroughfare is now considered to be the most important arterial leading from the Burrard Street Bridge, and its value in the Major Street system is such that special consideration with respect to its proper and ultimate development is recommended.

In the 1930 Report, it was recommended that Arbutus Street be widened to 100 feet between 7th and 16th Avenues; it was proposed to swing northeast and parallel the right-of-way of the Vancouver and Lulu Island Railway on the north side to intersect with Burrard Street immediately south of 4th Avenue. One of the chief factors in the choice of this route was the subdivision of the south halves of the two blocks between 5th and 6th Avenues, east of Maple Street. The railway



PLAN

SHOWING PROPOSED
WIDENING & IMPROVEMENT
OF
ARBUTUS STREET
INCLUDING EXTENSION OF
EAST BOULEVARD
&
PROPOSED CONNECTION
TO
BURRARD BRIDGE

right-of-way precludes any frontage, on 6th Avenue, of the lots in these blocks, and therefore the property was of very little value.

In order to reach the Burrard Street Bridge from the southerly portion of Arbutus Street, it is necessary to make two right-angle turns and to cross the interurban railway tracks at two points—unless one proceeds north to 5th Avenue, which one seldom does. Therefore, if this thoroughfare were improved to eliminate these undesirable deterrents to easy traffic flow, it is believed that the potential motor traffic would be of considerable volume.

In view of the certainty that Arbutus Street will become one of Vancouver's most important arterial thoroughfares, the problem of its proper development has been given careful study.

The following are recommended:

1. That instead of widening Arbutus Street, between 7th and 16th Avenues by the taking of 17 feet from each side, all widening be done by the acquisition of the narrow strip of land east of Arbutus Street to the railway right-of-way.

   The acquisition of this strip is considered imperative for the proper development of Arbutus Street, regardless, whether or not for reason of grading diffifficulties, it is found that the use of the westerly 17 feet is necessary. It is deemed that the erection of any type of building — industrial, commercial or residential—west of the railway right-of-way would be inimical to the best interests of the motoring public in that vision clearance at the avenue and lane corners would be sacrificed.

2. That the original proposal to continue Arbutus Street parallel to the railway easterly to near Burrard Street be abandoned.

   Further study of the original proposal has revealed undesirable features relative to the route alongside the railway originally proposed. It is apparent that Cypress Street would require a grade separation and this along with the regrading of 6th Avenue at Cypress Street would entail a substantial outlay. There would be also an unfavourable feature in the merging of northeast bound traffic from the Arbutus connection with the north bound traffic on Burrard Street immediately south of 4th Avenue.

   The use of 5th Avenue as a connection between Arbutus, or Maple Street, and Burrard Street, in lieu of the original proposal, is not considered satisfactory nor would it be conducive to an easy flow of traffic on account of the two right-angled turns.

3. That in lieu of the originally proposed route to Burrard Street, a direct connection, by means of an elevated traffic way from 6th Avenue between Arbutus and Maple Streets to the south end of the Burrard Street Bridge be provided.

   This elevated structure would consist of a four-lane roadway of 44-foot width and one 4-foot sidewalk. It would leave ground grade on the north side of 6th Avenue. An entry and exit to and from 4th Avenue would provide efficient and convenient connections and would be attractive to motorists. A 20-foot clearance for the elevated connection and the entry would be provided in crossing over 4th Avenue. Similar connections could be provided near 1st Avenue if they were found necessary. The structure would connect with Burrard Street Bridge north of Cornwall Street, as shown on the accompanying plan, where an easy flow of traffic to and from the bridge would be provided. Access to the single sidewalk would be made by stairways at Cornwall Street and 4th Avenue.

Eastbound traffic from Cornwall Street to Burrard Street would underpass the elevated structure. Traffic lines or guides would be provided to allow for the safe merging of the northbound traffic from Burrard and Cornwall Streets.

It would appear from preliminary investigation that the grade would not be excessive—less than 6 per cent could be obtained by raising the height of the structure at 1st and 2nd Avenues above the usual 14-foot clearance.

In view of the undesirability of using 5th Avenue as a connection to Burrard Street, as expressed in Recommendation 2, it is recommended that the portion of the right-of-way for the proposed diagonal connection to Burrard Street Bridge, from 7th Avenue and Arbutus Street, to 4th Avenue just east of Maple Street, be acquired and developed, so that 4th Avenue, between Maple and Burrard Streets, could be used in lieu of 5th Avenue pending the acquisition of the remainder of the right-of-way and the erection of the elevated structure. The use of this portion of the proposed connection and 4th Avenue would expedite considerably the flow of traffic from Arbutus Street to Burrard Street and thus relieve the heavy traffic on south Burrard Street. The traffic signal at the 4th Avenue-Burrard Street intersection would expedite the left-hand turning movement. There would be little or no interference with west-bound 4th Avenue traffic as it would be comparatively light.

These recommendations relative to Arbutus Street have been given very careful consideration and although it is realized their implementation will be somewhat costly, they have been submitted only because it is deemed that Arbutus Street will be one of the city's most important thoroughfares. The number of registered owners of automobiles residing west of Arbutus Street and south of 6th Avenue constitutes a goodly portion of the city's total. This number will increase greatly as the Point Grey areas and the University Lands become developed residentially. Arbutus Street will be used by practically every motorist, from this section of the city, wishing to reach the downtown business district.

Furthermore, Granville Street and its crossing over False Creek must be relieved as much as possible of private automobile traffic due to the intensive use to which they will be put by public transit vehicles. Arbutus Street's present status must be improved to a great degree, if it is to successfully fulfil its future role. (*See also Commission's Report on Page 57*).

GRANVILLE STREET

Granville Street is one of the city's best known and most important arterial thoroughfares. In the main business district, it is one of the city's two most prominent retail shopping streets, and in recent years, it is the street upon which the highest valued property is situated. In this district it is 80 feet in width and no further widening is contemplated. In the 1930 Report it was recommended for widening south of False Creek to 100 feet and because of its importance, this widening is re-affirmed.

After about 16 years of airport operation, vehicular traffic on Granville Street has grown considerably and all indications are that it will continue to increase. The possibility of maintaining a reasonably rapid even traffic flow between downtown Vancouver and the airport is at present very much handicapped by the antiquated bridge over False Creek and the narrow pavement south of 41st Avenue. Even greater obstacles, however, are the congested routing through the Marpole District and the inadequate low-level swing bridge to Sea Island, which of necessity, has to be opened all too frequently for the navigation of water craft.

Bridge Over North Arm of the Fraser River (*South end of Granville Street*)

The problem of bridging the North Arm of the Fraser River has been the subject of careful study and due consideration has been given the many factors and interests involved. The present swing bridge at Hudson Street is entirely inadequaate from a vehicular standpoint; it is also unduly dangerous to navigation and should be removed. Consideration was given to the possibility of erecting a modern combined railway and vehicular bridge, equipped with some type of moveable span, near Oak Street, but due to the excessive cost of this type of bridge, the problem of securing satisfactory railway grades on the approaches and of the resulting property damages, together with the difficulty of obtaining the necessary co-operation between the Public Works Department and the railway company, has precluded, to date, this possibility. Even if this combination single-deck bridge were constructed there would still be the question of another bridge to be erected between Sea and Lulu Islands.

Therefore, failing any satisfactory arrangement whereby the future railway needs can be provided under any joint scheme which will also furnish adequate highway facilities, the erection of a bridge over the British Columbia Electric Railway and the North Arm of the Fraser River, the projection of Granville Street southerly to Sea Island to connect with the civic airport road, is recommended. Preferably, this bridge should be of a high-level type to provide for an uninterrupted traffic flow, but if it were found impractical from the viewpoint of aerial navigation, a swing span with 35 to 40 feet vertical clearance to allow for the passage of nearly all classes of river craft, would minimize the number of openings.

The construction of a short road to the east from a "cloverleaf" connection at the south end, would afford a direct route to and from the present bridge between Sea and Lulu Islands. If it is found that the bridge over the Middle Arm is to be replaced, the necessity of providing these "cloverleaf" traffic interchanges could be obviated by rebuilding it down stream from its present site.

Granville Street Bridge (*False Creek*)

Undoubtedly, the present Granville Street Bridge over False Creek should be replaced as soon as possible by a modern high-level structure, the same height above the channel as the Burrard Street Bridge.

It should be located, as indicated in the 1930 Report, on the site of the original trestle bridge. In this location the jog at Pacific Street would be eliminated and the angle of the bend at 3rd and 4th Avenues would be lessened somewhat.

A new structure is essential to provide improved means for traffic movement between the downtown business district and the airport and the intervening residential districts. Such improvements are also needed to protect and enhance the property values in the downtown area.

The proposal to erect a double-deck structure with a total capacity of 10 lanes has been given very careful consideration. The areas and their populations tributary to the False Creek Bridges, previously discussed, indicate the preponderance of both which are served by the Burrard Street Bridge as compared with the Granville Street Bridge. Due to the fact that the Burrard Street Bridge is now carrying a very considerable amount of traffic per lane during the rush hours, and it will not be possible to increase this capacity on its six lanes to any considerable degree, many of the motorists now using Burrard, especially those whose destinations are so located that it will not make any appreciable difference as to which bridge is taken, will use the Granville Street Bridge. Thus, this will lighten the Burrard traffic and increase the Granville load. Furthermore, since the Granville Street Bridge carries a high density of transit or mass transportation traffic, and since there will be a possibility of postponing the construction of a bridge at Oak Street, which serves the smallest tributary area and the lowest amount of population, the erection of a double-deck bridge at Granville Street, to provide for 10 traffic lanes, is now recommended.

The Transit Report recommends that practically all the public transit routes serving the southwesterly portion of the city be located on Granville Street. However, with respect to the proposed new Granville Street Bridge, it is recommended that no tracks be provided on the upper deck. Tracks should be on the lower deck for use by some form of rapid transit that may be required in the future. The Intermediate Transit Plan recommends the installation of trolley coaches on Granville Street south of the bridge and it is believed that trolley coach operation on the 4th Avenue and Broadway lines would be entirely feasible at an early date.

This is a project of considerable magnitude, one of the greatest which Vancouver has ever undertaken. Great care should be observed, therefore, in the design of the bridge with special attention given to the approaches to assure the best possible solution of all the intricate traffic movements. In order to insure the full use of the bridge, it is imperative that all of the conflicting traffic movements be eliminated at the various approaches to the bridge. In a double-deck structure of this type there is a considerable but unavoidable amount of damage costs to existing buildings involved. As the erection of this bridge cannot be delayed any great length of time, every effort should be made to preserve the presently vacant or partially improved private properties, which the finished bridge will affect, against any permanent buildings being constructed.

Oak Street

This is a potential radial route which, if the bridge over False Creek as recommended in the 1930 Report, were constructed, would lead directly to the general business district. It would join with the proposed Distributor Street near Pacific and Richards Streets.

However, the bridge project will not be necessary for some length of time. Certainly its construction is not recommended until after both the Granville and Cambie Street Bridges have been replaced by new structures. Traffic conditions after these events will dictate the desirability of this crossing.

South of S. W. Marine Drive to the North Arm of the Fraser River, the widening of this street to 80 feet is recommeended in order to serve the industrial district in this locality.

CAMBIE STREET (*South of False Creek*)

In recent years the traffic on this street has increased greatly. It leads from the general business district directly to the area south of False Creek. The bridge over False Creek is the same type as the Granville Street Bridge but although its design is antiquated, it is not quite as old. It also should be replaced as soon as possible as it is becoming increasingly congested by the heavy traffic flow. Like the Granville Street Bridge, the swing span is the cause of frequent accidents. The number of traffic lanes which should be provided will be dictated by the traffic conditions prevailing when the time arrives for its construction. However, there will be little prospect for its renewal until the Granville Street Bridge is reconstructed.

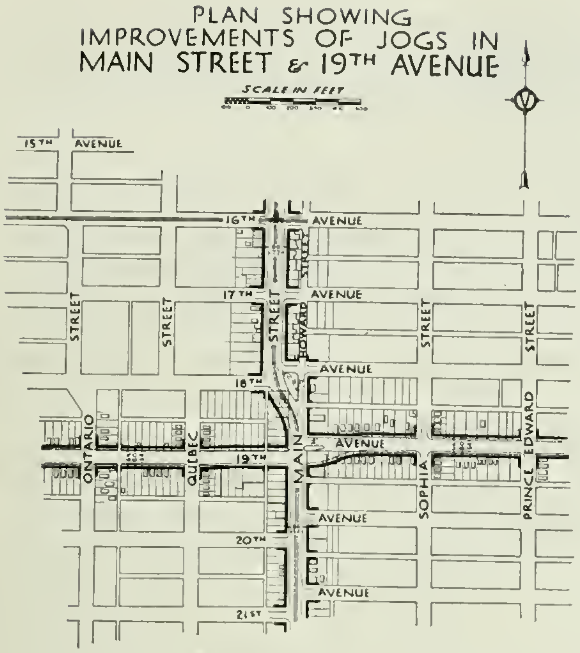
As in the case of many other important thoroughfares the property abutting Cambie Street, on leaving the business section, is zoned progressively as industrial, commercial, apartment and residential districts. Its route passes or is near more important points of interest than most other streets—the City Hall, the Vancouver General, Grace, Saint Vincent's and Shaughnessy Military Hospitals, and Queen Elizabeth (Little Mountain) Park. It will have been noted in the Park Report that its development as a parkway from False Creek to S.W. Marine Drive was recommended.

The 1930 Report recommended its widening from 80 feet to 100 feet from False Creek to King Edward Avenue, and from this point to S.W. Marine Drive, a pleasure drive 200 feet wide. The portion from King Edward to 29th Avenue has been so established. It was proposed to continue it at this width, westerly and southerly, to S.W. Marine Drive. However, the Canadian Pacific Railway Company decided to abandon the projection of this 200-foot drive, and a compromise was effected whereby Cambie Street proper would be projected on its original location, 150 feet wide to 59th Avenue. Accordingly the right-of-way for this wide street was donated and it is now surveyed and registered. The portion between 29th Avenue and a point near the intersection of 31st Avenue and Ash Street, has also been surveyed and registered, and it is in this portion that the reduction from 200 to 150 feet takes place. This will be a splendid north and south parkway located very close to the geographical centre of the city, and its continuation, 150 feet wide, south from 59th Avenue to S.W. Marine Drive, is recommended. This widening should be effected as soon as possible before the property is developed with further dwellings. The right-of-way for the new 80-foot projection of this street south from Marine Drive to the North Arm of the Fraser River should also be acquired before it becomes too difficult of procurement through industrial development.

MAIN STREET

Although this street is radial only to the easterly limit of the central business district, it did lead, as one of the original entries to the city, directly to the early business centre.

It was laid out in generous width, 86 and 99 feet, and extends due south to the North Arm of the Fraser River. The accompanying sketch shows the proposed



improvement of the jogs at 18th and 19th Avenues, which when carried out, will greatly enhance the facilities for easier traffic flow.

From 18th Avenue to Broadway, Howard Street, 33 feet wide, parallels Main Street, the depth of a lot apart. The west boundary of the original District Lot influenced this poor type of subdivision. South of 18th Avenue, the east side of Main Street is in line with the east side of Howard Street and thus the bad jog at 18th Avenue has been created. Howard Street is an example of wastefulness in a public thoroughfare. If possible, it should be designated as a 20-foot lane and the 13 feet added to the rear of the property along the east side of Main Street.

KINGSWAY

This highway may be termed Vancouver's only true radial thoroughfare in the sense that it is projected from near the city centre (branching from Main Street) and cuts diagonally across the grid pattern. In the former Report it was recommended for widening to 120 feet. Since then it has been widened, from 66 to 100 feet, from Knight Street to Boundary Road. It is now recommended, therefore, that it remain at 99 feet from Main to Knight Streets, and as widened, 100 feet east from Knight Street. It should be widened, however, from 66 and 80 feet to 100, between 12th Avenue and Fraser Street.

GRANDVIEW HIGHWAY

Branching from Main Street along Terminal Avenue and jogging south on Clark Drive, thence turning southeast along the north side of the Great Northern Railway right-of-way (Grandview Highway North from Nanaimo to Slocan Streets), this radial (Grandview Highway) follows along 13th Avenue to Boundary Road. From this point it continues through Burnaby to New Westminster.

Another entry to Grandview Highway is provided from Kingsway eastward along 12th Avenue to join 13th Avenue by way of the south side of the

JOG ON MAIN STREET AT 18TH AVENUE RECOMMENDED FOR IMPROVEMENT. VIEW LOOKING SOUTH.

Great Northern Railway right-of-way. Between Lakewood Drive and Slocan Street this route is known as Grandview Highway South.

12th Avenue is recommended for widening from 66 to 80 feet between Kingsway and Lakewood Street.

BROADWAY EAST

Also branching from Kingsway, Broadway East provides a radial route to the eastern section of the city and Burnaby. It leads to the Central Arterial (Lougheed) Highway near Boundary Road. The portion of Broadway between Prince Edward and Nanaimo Streets will not require widening but from Nanaimo Street to the Central Arterial Highway, just east of Rupert Street, it will have to be widened to 100 feet. The jogs at Prince Edward and Nanaimo Streets should be improved.

VANCOUVER-NEW WESTMINSTER EXPRESS HIGHWAY

This highway, as proposed, will be the greatest and most important radial route leading directly from the central business district. For many years past, much consideration has been given to a highway, or rather the lack of an efficient and modern thoroughfare between Vancouver and New Westminster. The present two main roads, Kingsway and Grandview Highway, are unsatisfactory for many reasons —grades, alignment, or narrow rights-of-way and paving—and leave much to be desired. The British Columbia Government has taken the first definite step toward improving communication between these two cities by the inclusion of this highway in its list of projects for the Post-War programme for the Province. Coming into Vancouver it will form the last stretch of both the Trans-Canada and Pacific Highways.

This project is unique in that it will be the first express highway or "freeway" to be constructed in this country.

The specifications for this highway are in general: The average width will be 200 feet. There would be a boulevard centre separation strip on each side of which there would be a concrete-paved 33-foot roadbed with a paved 8-foot shoulder on the outer edge for disabled cars. There would be another boulevard strip and a 50-foot right-of-way for a local road. The medial and boulevard strips would be of varying widths, depending on the topography.

There would be no grade intersections as provision would be made for underpasses or overhead crossings. Traffic interchanges, as deemed necessary, would be made with existing main highways by means of some type of ramp or "cloverleaf". There would be no left turns.

Local streets would parallel the highway and connect the underpasses and crossings. They would be developed with a 3-lane roadbed and a boulevard and sidewalk on one side only. There would be no building development abutting the highway—it would be on one side only of the local streets.

The side boulevards and the centre strip would be graded, seeded and planted with shrubs and trees.

Twin bridges, each of 3 lanes, would be erected and would be of an attractive design. The highway would be well lighted with a modern system and no full-on motor lights would be required. No billboards or hoardings would be allowed along the right-of-way and the zoning by-laws of the municipalities through which it passes would control advertising signs off the right-of-way. The highway would have an independent drainage system. It would have attractive terminals in both cities. In brief, it is apparent that the Public Works Department will construct this highway in accordance with the best modern practice.

In the past two decades the technique in highway design and construction has improved greatly and as a result, large volumes of traffic can flow smoothly between urban centres.

In April, 1941, the President of the United States of America appointed a National Interregional Highway Committee to report upon the highways of that country. The Committee's main duty was to investigate the need for a limited system of national highways to improve the available facilities for interregional transportation. The report recommended a system totalling approximately 39,000 miles but this length represented only about 1 per cent of the mileage of rural roads and urban streets in the country. This system connects directly all cities of 150,000 or more population. The great majority of communities are by-passed but the larger centres cannot be by-passed for the reason that, in their case, a very large portion of the traffic originates in or is destined to these cities themselves. Therefore, it was recommended that these interregional highways be projected into the heart of the large cities.

The Provincial Public Works Department has this theory, or recommendation, in mind also in the case of the Vancouver-New Westminster Express Highway. The engineers are contemplating projecting the highway to a focal point in Vancouver, from which incoming traffic can proceed to its destination within the city.

In this proposal, a type of co-operation between the provincial and civic authorities that is most welcome, presents itself. This entrance to the city should be co-ordinated with the Distributor Street project so that the efficiency of both will be increased.

It would be of inestimable value and assistance to the municipalities, through which this highway will traverse, if an early start were made toward locating and acquiring the right-of-way. The municipal engineering staffs thus would be better enabled to plan their future street systems and subdivisions, and with more assurance. Moreover, the Public Works Department would be in a much more advantageous position to acquire the right-of-way before further property development takes place. The actual construction of the highway can be postponed but private development will not wait.

MAJOR STREETS—OTHER THAN RADIAL ROUTES

The following are explanatory discussions of the proposed major streets, other than the radial routes, which are, naturally, of varying degrees in importance:

EAST AND WEST STREETS

Burrard Inlet Waterfront Elevated Roadway

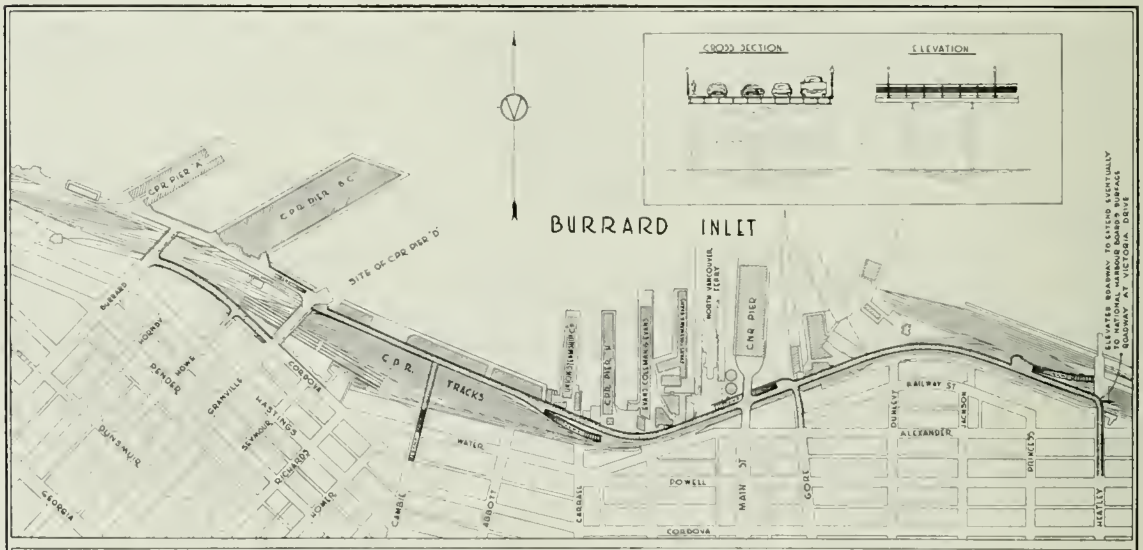
In the Harbour section of the 1930 Report, the elimination of waterfront railway grade crossings and the type of construction that must necessarily prevail along the waterfront were discussed. The example set by the Canadian Pacific Railway

Company in the construction of its elevated roadway, between Burrard and Granville Streets, primarily to serve its Piers A, BC, and D, received due commendation. The usefulness of this roadway has been amply demonstrated as it has provided a circulatory vehicular movement between the city streets, and the ramps have enabled trucks to reach ground or wharf level with no interference from or to railway operations.

The 1930 Report further recommended that a similar elevated roadway be erected between Granville Street and Heatley Avenue, and at some future date, to beyond the Great Northern Railway to connect with the Harbour Board's low-level roadway.

The value and necessity of this elevated waterfront roadway is considered to be of such importance and it is so integrated with the city's street system that it is now included in the Major Street Report.

This elevated waterfront roadway is considered so essential in the proper and efficient development of the Harbour and in the relief of the city's streets south of the railway, that it is recommended as a major street. It would consist of a four-lane roadway of 44-foot width and one 4-foot sidewalk. The accompanying plan shows the location of the proposed structure.



PROPOSED
ELEVATED WATERFRONT ROADWAY

VANCOUVER
TOWN PLANNING COMMISSION
1947

HARLAND BARTHOLOMEW
& ASSOCIATES
TOWN PLANNING CONSULTANTS

It would connect with the existing overhead crossing of the tracks at Granville Street. There should also be an overhead crossing at Cambie Street to give direct connection to and from the proposed Distributor Street. Other overhead crossings are recommended at Main Street, Dunlevy and Heatley Avenues. If it were found that a ramp at Main Street was impractical, Gore Avenue could possibly be used. Investigation should be made to determine the possibilities of an overhead at Carrall Street. Ramps to the wharf level should be provided at strategic locations.

Cordova — Water — Powell — Wall — McGill and Connections

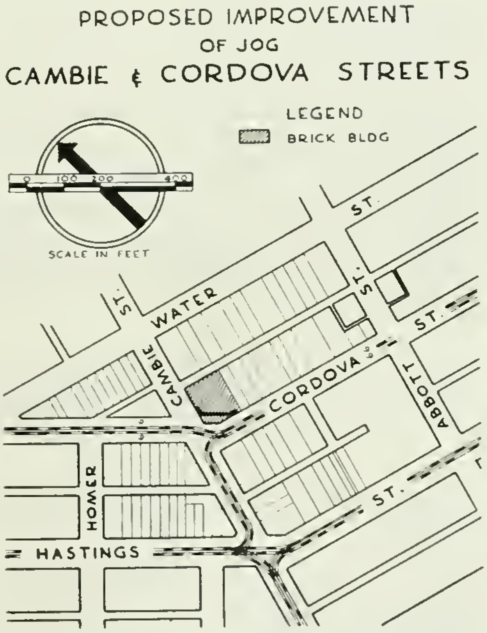
The route of these streets is one of the city's most important thoroughfares in that it is the most northerly and is the city's only waterfront street.

Cordova — Howe — Burrard Connection

The construction of a vehicular ramp from the west end of Cordova Street to the north end of Howe Street has long been favoured by the Commission. It is believed that it is feasible, having due regard to the necessary co-operation of the Canadian Pacific Railway Company. The grade would be less than that on Granville Street between Cordova and Hastings Streets. The erection of this ramp would relieve greatly the traffic situation at Granville and Hastings Streets, especially the south-bound traffic. It would also eliminate a large number of left hand turns at this intersection which not only delays traffic but also creates a dangerous condition.

It is further recommended that the possibilities of the extension of this connection to Burrard Street be investigated. This connection would relieve the large amount of traffic which uses the railway company's elevated road as a by-pass between Granville and Burrard Streets.

The northeast corner of Cambie and Cordova Streets should be improved by cutting it back in line with the north side of Cordova Street, west of Cambie Street, as shown in the accompanying sketch.



Water Street

Owing to the wholesale produce business conducted on this street, especially between Cordova and Carrall Streets, it has been for many years the most congested thoroughfare in the city. It is, in fact, no longer a thoroughfare. On this street, particularly on the north side, most of, if not all, the civic by-laws with respect to the use of both the roadway and sidewalk, are observed more in their defiance than in their compliance. No pedestrian may use the sidewalk with any degree of safety and the vehicular congestion is appalling. In case of a fire, no fire-fighting apparatus could proceed through the maze of traffic beyond walking speed. Conditions generally from a traffic movement standpoint, are and have been for many years, intolerable.

In the 1930 Report, this street was recommended for widening to the extent of 80 feet—7 feet on each side. Admittedly, it will be costly, unless some type of arcading is carried out to reduce the cost, but steps should be taken immediately to clear it for through traffic, the major portion of which will be trucking.

It is recommended that the offending wholesalers should be given a warning that within a reasonable time, they will be obliged to provide off-street loading facilities so that at long last this street may fulfil its proper function. Some of the larger firms have made provision for loading platforms on their own property. For a long time most of the business firms have used this public street in a manner that would not be tolerated on any other street in the city.

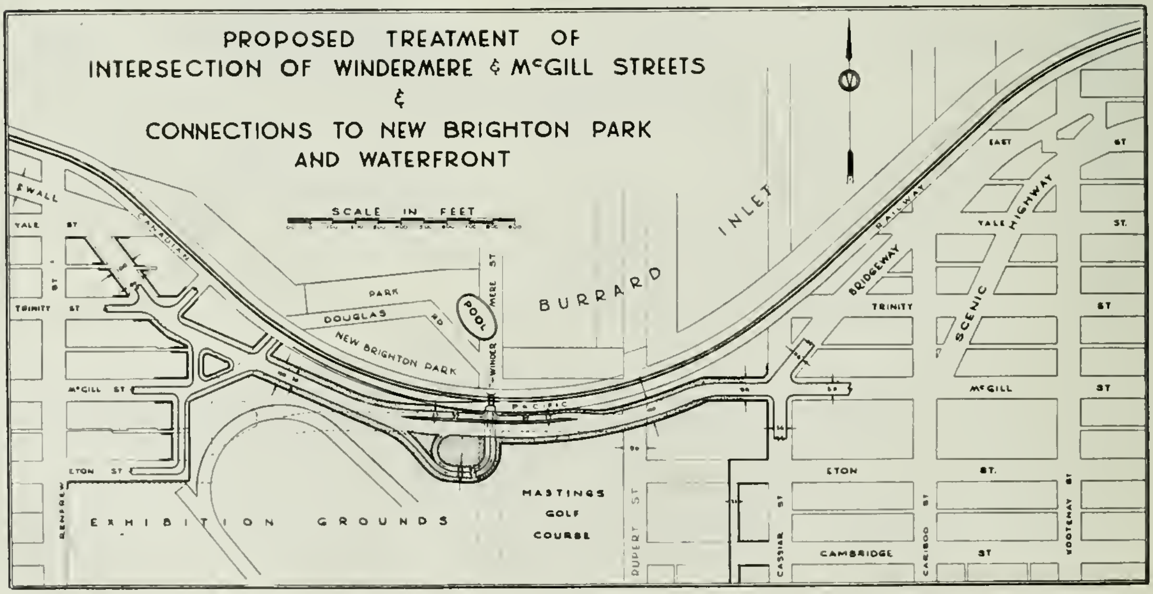
Powell Street will require widening to 80 feet from Carrall Street to Semlin Drive. A 7-foot building line has been set recently on both sides of Powell Street between Carrall Street and Campbell Avenue.

Wall Street will also require widening to 80 feet from Semlin Drive to Nanaimo Street but east of this to Renfrew Street, it is 99 feet. The width of pavement, however, will not need to be greater than for 6 lanes of traffic. From Renfrew to McGill Streets it is recommended for widening to 100 feet as part of a scenic drive.

McGill Street

For many years there has been a narrow right-of-way (McGill Street) between the north boundary of the Pacific National Exhibition grounds and the Canadian Pacific Railway right-of-way. In the 1930 Report, it was recommended that this connection be widened and that at the east end near Rupert Street, it be branched to connect with both McGill and Eton Streets. The latter street led to the then proposed Scenic Highway from near Cassiar and Eton Streets to Boundary Road and Montrose Avenue in Burnaby.

As the Scenic Highway has been dedicated and graded from Boundary Road to Cariboo and McGill Streets there would appear to be no good reason why it should be necessary to extend it to Eton Street. McGill Street, east of Rupert Street, can carry the traffic destined for either the Second Narrows Bridge or Scenic Highway. It is recommended, therefore, that this portion of Eton Street, between Rupert and Cariboo Streets be abandoned as a major street. This will not only save paving costs on this stretch of Eton Street but also street right-of-way which can be used to better advantage.



PROPOSED TREATMENT OF
INTERSECTION OF WINDERMERE & McGILL STREETS
&
CONNECTIONS TO NEW BRIGHTON PARK
AND WATERFRONT

In recommending McGill Street only, as a major street in this location, it will be noted that provision has been made, as suggested by the accompanying sketch, for access to New Brighton Park and the swimming pool by way of the Canadian Pacific Railway underpass at the foot of Windermere Street. It will be noted also that the four narrow roadways branching from McGill Street to the underpass are shown "broken". This indicates the length of these roadways are not as yet determined and that they may be greater or less than shown in order to obtain their desired grades.

Windermere Street is to be closed to vehicular traffic between Hastings and McGill Streets and Rupert Street is to be vacated from Hastings Street to Eton Street, and, further, the Pacific National Exhibition Association is acquiring property east of this latter street to within a few lots of Cassiar Street, with a new lane as the new east boundary. As it was considered undesirable to allow this lane to debouche upon a major street (McGill), it will be noted that it was not projected north of Eton Street.

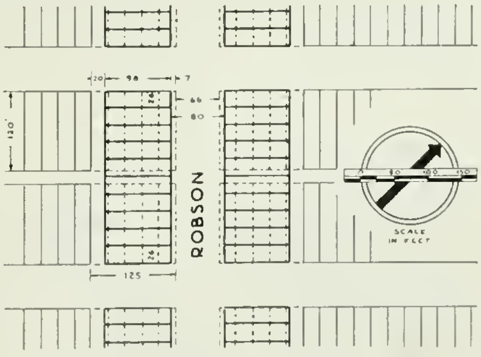
The proposed extension of Exhibition Park by relocating McGill Street, east of Nootka Street, northerly toward the railway right-of-way is also shown on the sketch.

Dunsmuir Street

This street is now recommended as a major street in order to lessen the traffic burden on Georgia Street and to obtain a better diffusion of the traffic in the area north of Georgia Street. It is recommended that a diversion from the Georgia Viaduct be made to Dunsmuir Street in lieu of the present entry into Georgia Street. (This recommendation is made contingent upon the proposed Vancouver New Westminster Expressway being directed into Georgia Street.) This diversion would assist greatly the traffic flow to and from the easterly portion of the city. It would cross Beatty and Cambie Streets at grade. The widening of Dunsmuir Street to 80 feet easterly from the lane east of Richards Street is recommended.

Robson Street

The 1930 Report recommended the widening of Robson Street, from 66 to 80 feet, from Beatty to Burrard Street. Recently a 7-foot building line was imposed on each side of the street. It is unfortunate that a large proportion of the property originally consisted of flanking lots 25 feet in width, but in the course of time the frontage has been reverse in some blocks. In the case of the remaining flanking lots, the residue of 18 feet after widening, is not of much value and the comparative cost for the 7-foot strip will be increased considerably. The accompanying plan will explain that, in widening this street, the city would save a very considerable amount if it purchased five lots, 125 feet, each way from Robson Street, retained the 7 feet, reversed the frontage to Robson Street and made provision for a 20-foot lane, and then sold



PROPOSAL FOR TYPICAL RESUBDIVISION
IN CONNECTION WITH
WIDENING OF ROBSON STREET

the newly created lots which would be 98 feet in depth. If the city carried out the widening in this manner, the ultimate cost would be comparatively small, due to the salvable property and the enhancement to property values after widening.

With very few exceptions, the buildings are of little consequence. Those with some considerable usefulness left, might be arcaded if found necessary and feasible. The buildings on the north side, between Granville and Howe Streets, have already been set back the required amount. The Court House property is clear of buildings and the south side, between Cambie and Beatty Streets, was widened when the Cambie Street Bridge was erected.

When the Distributor Street project is carried out, both sides of the block between Homer and Hamilton Streets can be widened.

The widening of this street is one of the most imperative and necessary undertakings facing the city. The fact that there is no traffic lane for moving vehicles between automobiles parked at the curb and a street car, has completely destroyed this street's efficiency.

Since the 1930 recommendation was made some concrete buildings have been erected but fortunately they are not of an extensive character.

West, from Burrard to Denman Streets, Robson Street is recommended as a major street but only between Burrard and Jervis Streets is it recommended that it be widened to 80 feet.

DAVIE STREET

This street was recommended in the previous Report as a major street from Homer to Bidwell Street, but with no widening. It is now recommended that it be extended to intersect with Beach Avenue.

BEACH AVENUE—PACIFIC STREET

In the earlier phase of the Plan, these streets were recommended for development as a scenic drive from Stanley Park entrance to Burrard Street. East of Burrard Street, Pacific Street will form part of the proposed Distributor Street.

TERMINAL—1ST AVENUES

The construction of the 1st Avenue Viaduct has greatly increased the traffic on Terminal Avenue, a large portion of which is interurban, bound for or coming from the Grandview Highway. Relative to 1st Avenue, it is considered that owing to the development of Charles Street as proposed in this Report, it will not be necessary to widen it to the extent that was originally suggested. It is recommended therefore, that 1st Avenue be widened to 80 feet only, between Clark Drive and Nanaimo Street. However, east of Nanaimo, no widening is recommended. The 33-foot roadway on each side of the British Columbia Electric Railway should be developed with two full-lane pavements. The east end of 1st Avenue would join the proposed connection from Charles Street to the Central Arterial (Lougheed) Highway.

2ND AVENUE

As it is apparent that no immediate headway can be made with the proposal to develop False Creek along the lines recommended in the 1930 Report, the proposed connection of 2nd Avenue from Columbia Street to Main Street and Terminal Avenue should be abandoned until the False Creek plan is effected. 2nd Avenue therefore, from Columbia to Main Streets, is recommended as a major street. No street widening is required.

In the reclamation of False Creek recommended in the Transportation Report of 1930, the proposal was advanced to produce 2nd Avenue southwesterly from Cambie Street to 6th Avenue. This recommendation is now incorporated in the Major Street Report. It would afford a direct crossing of Cambie Street between 2nd (also 5th) and 6th Avenues, thereby eliminating the double turning movement on and off Cambie Street which is at present necessary.

N.W. MARINE DRIVE—4TH AVENUE—POINT GREY ROAD—CORNWALL STREET

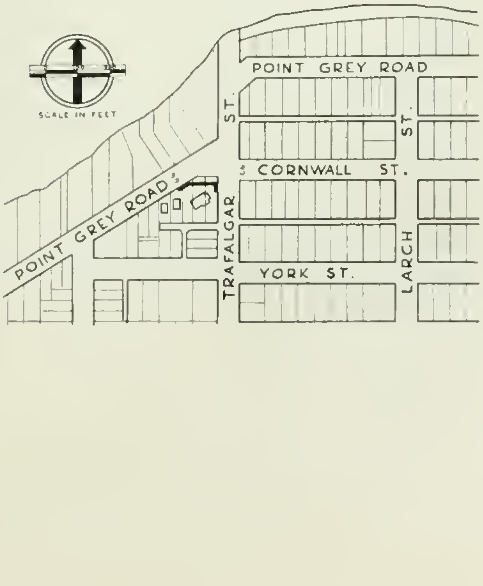
In the Park Report, a portion of this route was recommended for development as a scenic drive. Due to certain property acquisitions consummated in recent years, the city has been able to eliminate many sharp turns in the route originally proposed, in the vicinity of Locarno Park, by the construction of a diagonal roadway, northwest from Imperial Street near 2nd Avenue. This diagonal will require extending to connect with Marine Drive, west of Sasamat Street. Two further connections —one to cut through the unsubdivided property at the northeast corner of Imperial Street and 4th Avenue, and the other from 4th Avenue, west of Wallace Street, to Point Grey Road and Wallace Street — will be required as soon as conditions are favourable for their acquisition and construction. Some progress has been made in acquiring the requisite land from the Provincial Government.

In the 1930 Report, Point Grey Road and Cornwall Street were recommended as major streets to be widened to 100 feet, and ultimately to be developed as a waterfront pleasure drive, which envisaged the acquisition of the property between Point Grey Road and English Bay from Alma to Trafalgar Streets. However, as a considerable amount of building development has taken place since then, it would appear that the latter part of the project now would be prohibitive owing to excessive costs.

It is now recommended, therefore, that Point Grey Road, from Wallace to Trafalgar Streets, and Cornwall Street between Trafalgar and Burrard Streets, remain a major street route and that they be widened to 100 feet, 17 feet on each side.

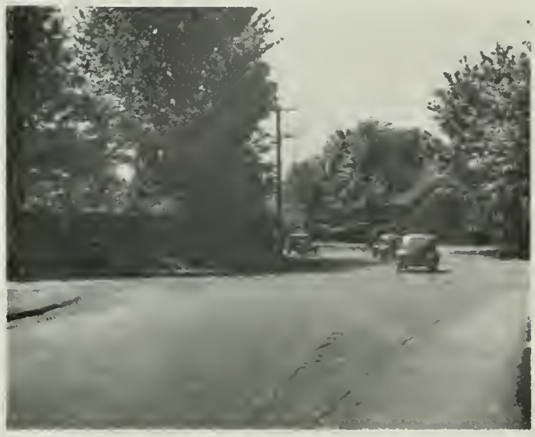
The widening at the southwest corner of Point Grey Road and Trafalgar Street, which has been carried out recently, has improved traffic conditions greatly.

PROPOSED IMPROVEMENT
OF JOG
POINT GREY ROAD & TRAFALGAR STREET



INTERSECTION OF TRAFALGAR AND CORNWALL STREETS

LOOKING WEST FROM TRAFALGAR STREET



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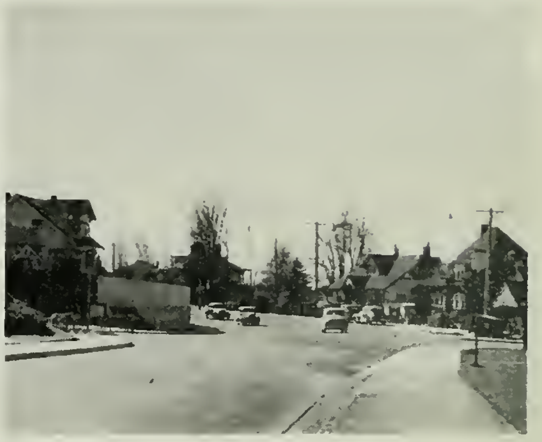

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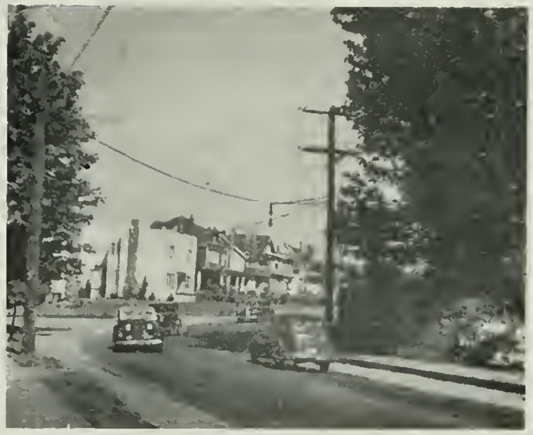
LOOKING EAST FROM TRAFALGAR STREET



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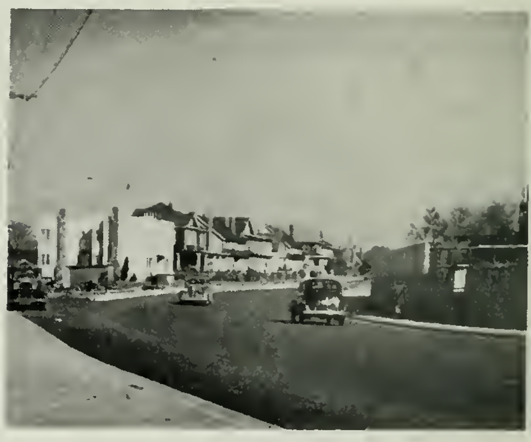

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These illustrations show the vision clearance that has been effected at Trafalgar and Cornwall Streets. Many other intersections require similar treatment.

WEST 1ST AVENUE

The large volume of traffic on Cornwall Street which passes Kitsilano Park, especially during the summer months, has caused much concern. The solution of this dangerous condition will involve many adjustments. As one measure for the partial alleviation of the congested condition of traffic in the vicinity of Kitsilano Park, it is recommended that 1st Avenue, from Burrard Street to its intersection with Point Grey Road, also be classified as a major street, the pavement only, however, to be widened to provide for four lanes of traffic. The fact that there is a considerable grade on this street has not been overlooked but it is deemed that an endeavour to obviate accidents and to ease traffic congestion on Cornwall Street near Kitsilano Park far outweighs grade considerations, which grade nevertheless, is comparable with that on 4th Avenue. In order to encourage the use of 1st Avenue, it is further recommended that it be provided with "stop" signs to indicate it is recognized as a through street. These signs are needed, particularly on the hill portion. Another means of encouraging the use of 1st Avenue would be the provision of a good four-lane pavement on Cypress or Maple Streets between Cornwall Street and 1st Avenue. It must be recognized that motor busses will use Cornwall Street between Macdonald and Burrard Streets throughout the year. This is a further reason why ordinary through automobile traffic should be stimulated or encouraged to use 1st Avenue, especially during the heavy summer pedestrian traffic crossing Cornwall Street to and from Kitsilano Park.

4TH AVENUE — CITY'S WEST BOUNDARY TO IMPERIAL STREET — WALLACE TO GRANVILLE STREETS

The portion of 4th Avenue between Imperial and Wallace Streets would form a part of the scenic drive along the south shore of English Bay. From the west boundary of the city to Blanca Street it is 120 feet wide and from this point to Granville Street, it is only 80 feet in width but no widening is recommended except along the scenic drive portion.

Between Wallace and Granville Streets, 4th Avenue provides a wide direct thoroughfare. It would be used much more if the roadbed were improved and were made generally more attractive and inviting. Some years ago considerable funds were spent in widening the portion west of Granville Street to its present width.

It has functioned always as an important transit route but as indicated in the Transit Report, it will assume an even more important role when trolley coaches are substituted for street cars and the route is extended from Alma to Blanca Streets.

At Granville Street it would connect directly with the lower deck of the proposed new bridge.

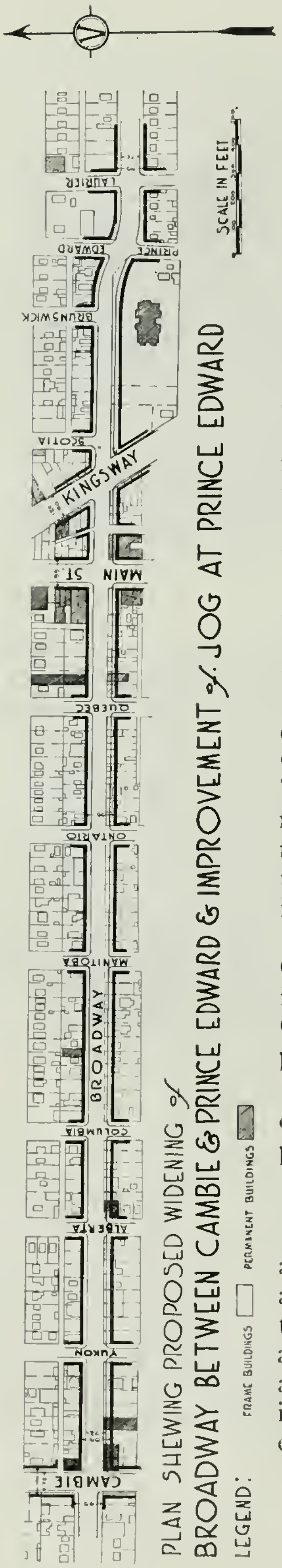
In developing plans for the approaches of this new bridge it is recommended strongly that an 80-foot diagonal connection be provided from 4th Avenue and Granville Street southeasterly to 5th Avenue and Hemlock Street and to 6th Avenue, east of Hemlock Street. This connection is important as it will make provision for the easy transfer of the heavy industrial traffic on 6th Avenue east of Granville Street to the new bridge or to 4th Avenue west of Granville Street.

6TH AVENUE

Later in this Report a recommendation will be made to abandon 5th Avenue as a major street. It was intended, however, to retain the portion between Maple and Granville Streets on account of the industrial nature of this section but due to the proposals for the development of the Arbutus Connection and the construction of the Granville Street Bridge, this was not feasible.

In lieu thereof, 6th Avenue, from the proposed Arbutus Connection to Granville Street, is recommended as a major street but with no street widening.

From Hemlock to Main Streets, 6th Avenue is recommended for widening to 80 feet. This street serves a large industrial section and its development for six lanes of traffic will facilitate the heavy trucking movements.


PLAN SHEWING PROPOSED WIDENING of
BROADWAY BETWEEN CAMBIE & PRINCE EDWARD & IMPROVEMENT of JOG AT PRINCE EDWARD
LEGEND: FRAME BUILDINGS PERMANENT BUILDINGS
SCALE IN FEET
LAURIER
EDWARD
PRINCE
BRUNSWICK
SCOTIA
KINGSWAY
MAIN ST.
QUEBEC
ONTARIO
MANITOBA
BROADWAY
COLUMBIA
ALBERTA
YUKON
CAMBIE

8TH AVENUE

This street is already 80 feet wide from Imperial to Highbury Streets. East of Crown Crescent it is intersected by Broadway, also 80 feet wide. It is recommended that it be designated as a major street from Blanca Street to Broadway. It will require widening to 80 feet, from 66 feet, between Blanca and Imperial Streets. This avenue will lead to Chancellor Boulevard in the University Endowment Lands and at Crown Crescent it will diverted to both 4th Avenue and Point Grey Road. Inasmuch as it probably will be some time before the right-of-way for this diversion to Point Grey Road can be obtained, it is recommended that 8th Avenue, from its intersection with Broadway to Alma Street, be classified as a major street, but with provisions being made for four lanes of traffic only.

BROADWAY (*Between Arbutus Street and Kingsway*)

Broadway, west from Arbutus Street, and east from Kingsway, have been discussed as major streets branching from radial thoroughfares. The portion between Arbutus Street and Kingsway may be classed as a crosstown street.

Broadway has increased greatly in importance since 1930, especially on account of the construction of its connection with Central Arterial (Lougheed) Highway near Boundary Road. The completion of the latter through to and beyond the communities on the north shore of the Fraser River will bring much more traffic. The further development of industries which has taken place on both sides of Boundary Road will also tend to increase the traffic flow.

Although building lines have been set on Broadway from Cambie to Prince Edward Streets, this street will never fulfil its logical function as a traffic artey until the "bottleneck" from Cambie Street to at least Kingsway, is eliminated by the physical widening to the established set-back lines.

The jog at Nanaimo Street should be corrected, and the one at Prince Edward Street further improved by cutting the publicly owned property at the southwest corner.

10TH—12TH AVENUES

This route is one of the most important crosstown streets and is extensively used especially on account of its directness and its connection with the University area at the west and the Grandview Highway at the east, and due to the fact that, as yet, there are no other crosstown avenues developed to such a degree. Many portions of this artery should be further improved by widening both the right-of-way and the pavement, especially between Yukon Street and Kingsway.

16TH—MARPOLE—15TH—WOLFE — DOUGLAS—18TH—19TH AND 22ND AVENUES

This route is somewhat indirect but it will serve as a good crosstown thoroughfare when fully developed. The westerly portion between Macdonald and Camosun Streets is 132 feet wide with a centre boulevard. It will require widening to 80 feet from Granville to Nanaimo Streets. From the latter to Boundary Road it is 99 feet in width. A few openings will also be required to connect the various streets, particularly from 18th to 19th Avenues between Commercial and Victoria Drives, and from 19th to 22nd Avenues at Nanaimo Street.

Between Collingwood and Blenheim Streets, the roadway on the south side of 16th Avenue is diverted into Quesnelle Drive. This leaves but a single roadway on the north side of 16th Avenue. Investigation should be made to ascertain if a ramp connection between Quesnelle Drive and Blenheim Street, on the south side of 16th Avenue, is feasible. This ramp would overpass the proposed connection from the intersection of Quesnelle Drive and Blenheim Street to Waterloo Road at 16th Avenue.

KING EDWARD AVENUE

This is another important crosstown thoroughfare, but before it can fulfil its ultimate role, a considerable number of improvements will have to be carried out. The connection across the valley west of Arbutus Street has been dedicated recently. It was recommended in the Park Report as the route of a boulevard between Blanca Street and Kingsway and as a parkway from this point into Burnaby. After crossing Kingsway, the suggested route of the parkway is over a new connection in a northeasterly direction to 22nd Avenue near Perry Street, along 22nd Avenue to Stainsbury Avenue, across the Central Park interurban line and along Lakewood Street to 19th Avenue, thence via a new connection to Grandview Highway, on the south side of the Great Northern Railway, near Clinton Street. Near Cassiar Street it branches again to the northeast, crossing Boundary Road near Ypres Street in Burnaby.

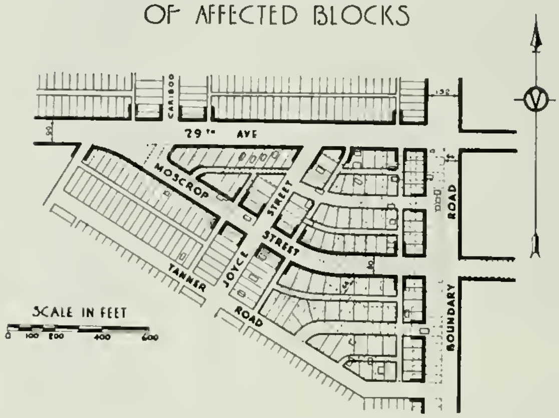
29TH AVENUE—CONNAUGHT DRIVE—31ST AVENUE

In the former Report, 29th Avenue was recommended for widening to 80 feet from Camosun to Granville Streets (including the proposed connection across Arbutus Valley), but in view of the adoption of 33rd Avenue as a major street, herein discussed, it is now recommended that 29th Avenue remain as a major street but that it be not widened beyond its 66 feet.

East of Granville Street, this route followed along Connaught Drive, Hudson Street, Devonshire Crescent and 29th Avenue to Cambie Street. It recently has been abandoned from the intersection of Hudson Street and Connaught Drive, owing to the request of the Dominion Department of Veterans' Affairs to close 29th Avenue between Oak and Heather Streets to permit of the necessary extension of Shaughnessy Military Hospital grounds. In lieu thereof, Connaught Drive and 31st Avenue have been recommended.

The easterly portion of 29th Avenue between Victoria Drive and Boundary Road is also recommended as a major street. It will require widening to 80 feet between Victoria Drive and Vanness Avenue. Although from this point eastward, it is 99 feet in width, a six-lane pavement only, will be required. The junction of

PLAN SHOWING
PROPOSED CONNECTION AT
29TH AVE & MOSCROP STREET
ALSO SUGGESTED REPLOTTING
OF AFFECTED BLOCKS

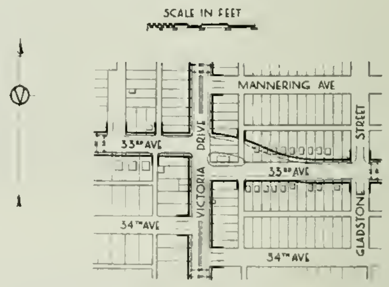


29th Avenue and Victoria Drive, and the bend in 29th Avenue at Sydney Street, should be improved and the jog at Nanaimo Street should be corrected. The accompanying plan shows the proposal to utilize Moscrop Street as a cut-off in order to connect with a through street in Burnaby. Wellington Avenue, parallel to Moscrop Street, will provide another cut-off from 29th Avenue to Burnaby.

33RD AVENUE

On account of the extensive development of this avenue without a break, its strategic location, the amount of traffic it carries, and the stretches of wide pavement, it is recommended that it be designated as a major street from Camosun to Cambie Streets with no widening. East of Queen Elizabeth (Little Mountain) Park, it is recommended that 33rd Avenue be widened to 80 feet from Ontario Street to Kingsway. Northwest of Ontario Street, 33rd Avenue will be connected with Cambie Street at 29th Avenue, by Midlothian Avenue which is 100 feet wide. This latter avenue lies between the scenic Little Mountain and the playing field in Hillcrest Park.

PLAN SHEWING
IMPROVEMENT of JOG
33RD AVE & VICTORIA DRIVE



37TH AVENUE

This avenue was recommended as a major street, at its present width, 66 feet, from Camosun to Cambie Streets in the previous Report. However, in view of the recent building development along its easterly portion, it is now recommended that it be extended as a major street, 66 feet wide, to Main Street.

41ST AVENUE

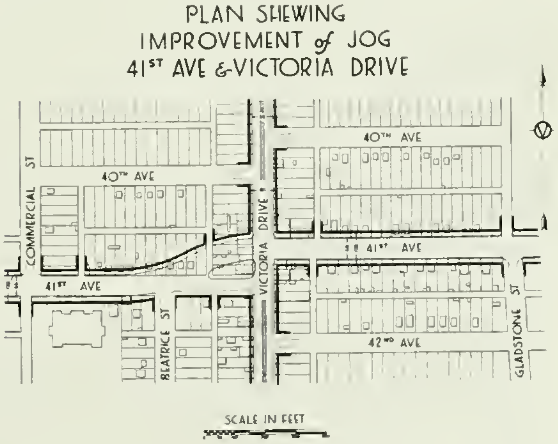
Because of its location and direct route this avenue is considered the most important crosstown thoroughfare between Broadway and Marine Drive. In the 1930 Report it was recommended for widening to 100 feet. It is very unfortunate that steps were not taken to widen it in the early days of the District of Point Grey, especially in the vicinity of the Kerrisdale shopping area, between Larch Street and West Boulevard. The portion of the old Point Grey Zoning By-law No. 727 of 1927, which made provision on certain designated streets for building lines 40 and 50 feet on each side of the centre line, outside of which no structure could be erected to more than one storey in height, fortunately has been retained. 41st Avenue, from S.W. Marine Drive to the east boundary of the former District of Point Grey, has a building line on each side, 50 feet from the centre line, save on the north and south sides between West Boulevard and Yew Street, where buildings may be erected to the property line. This is in the Three-Storey Commercial District.

There is no doubt but that the property owners and merchants have long since realized how unwise it was to have opposed the original advice given them to voluntarily set their buildings back the 17 feet necessary to obtain the desired width. This portion of Kerrisdale having a narrow business street, with but a single carline, is an excellent example of self-strangulation through allowing unfounded fears to interfere with common-sense logic. Thus, what should have been one of the finest suburban shopping centres in the city, is relegated to a much lower standard through heavy traffic congestion. The new life, convenience, and safety that would result from the widening of this thoroughfare will pay many times the cost of widening.

41st Avenue commences at S.W. Marine Drive near the city's westerly limits. It is but 66 feet wide from this point to West Boulevard; from here to Columbia Street the normal width is 80 feet but the Canadian Pacific Railway Company has voluntarily dedicated the widening to 100 feet along a considerable length of this section, namely, through the unsubdivided portions.

Where 41st Avenue would emerge at Joyce Street near School Road. View looking West.

Frame buildings to be removed for elimination of jog at 41st Avenue and Victoria Drive. Looking west across Victoria Drive.



From Earles to Rupert Streets it is but 33 feet wide but from Rupert to Kerr Streets it is again 66 feet in width. From Kerr to Joyce Streets it is completely blocked by developed property and a new right-of-way, therefore, will have to be provided. (*See Plan on Page 50*).

As stated, 41st Avenue is a most important crosstown thoroughfare and it necessarily must have a connection to Kingsway. It was emphasized in the 1930 Report that, due to the convergence of several major streets in the area to the south of the Joyce Street-Kingsway intersection, which would involve the severance of property at acute angles, and also on account of the poor original subdivision, a replotting project should be undertaken. Had this been done a much more efficient street system would have been obtained.

It was then recommended also, that School Road be widened from Carleton to Tyne Streets, in lieu of Kingsway, and further that it be projected through to connect with Kingsway near Tyne Street. This connection would have provided an excellent projection of 41st Avenue from Joyce Street to Kingsway. It is very unfortunate indeed that the City Council did not carry out this recommendation when Kingsway was widened. The widening was carried out along the original Kingsway route owing to the objections to the School Road project by the Kingsway property owners, near Joyce Street.

However, it is imperative that 41st Avenue be connected with Kingsway. The least expensive method would be to utilize Joyce Street from School Road to Kingsway by widening it to 100 feet, but this route would not be entirely satisfactory owing to its indirectness and its proximity to Carleton School. On the other hand, the use of Joyce Street would obviate the widening of School Road, to 100 feet, between Joyce and Wessex Streets and the costly acquisition of developed properties in the area bounded by Wessex and Tyne Streets, School Road and Kingsway, for the projection of 41st Avenue to Kingsway. Furthermore, it would avoid the creation of an acute angled intersection with Kingsway which would cause somewhat hazardous traffic conditions. Therefore, the Joyce Street connection is recommended.

From S.W. Marine Drive, beyond the western end of 41st Avenue, a diagonal leading directly to the University of British Columbia will give direct access to that institution from the area covered by the middle half of the city, as well as from New Westminster and a large portion of Burnaby.

49TH AND 57TH AVENUE

Both these crosstown avenues are recommended as major streets—to be widened to 80 feet in the portions that are at present but 66 feet.

With respect to 49th Avenue, the Plan shows that in order to obviate a blind end at Boundary Road opposite Central Park, it is proposed to divert it by a diagonal connection, through the area recommended for replotting, to Imperial Street south of Central Park in Burnaby.

Before 57th Avenue can be developed as a through street, it will be necessary to open a connection through Langara Golf Course. East from Argyle Street, 57th Avenue lies in the area recommended for replotting. It should be connected with Rumble Street in Burnaby by a diagonal from Tyne Street.

PARK DRIVE

It is recommended that this street be widened to 80 feet, only between Granville and Oak Streets. From Oak to Fremlin Streets, and along 63rd Avenue and Heather Street, no widening will be required.

64TH AVENUE

No widening is recommended for this street which extends from S.W. Marine Drive to Heather Street.

Both 63rd and 64th Avenues jog at Heather Street and continue easterly along 63rd Avenue to connect with S.W. Marine Drive near Manitoba Street.

70TH AVENUE

The original Major Street Report recommended 71st Avenue, as a major street from the Vancouver and Lulu Island Railway to S.W. Marine Drive near Logan Street, mainly because it was a little shorter and did not have so much flankage abutting property as 70th Avenue. However, due to the expense of acquiring the property and the excessive cost of filling to properly develop the connection from near Angus Street to 71st Avenue it is now recommended that this connection and 71st Avenue be abandoned and that 70th Avenue be substituted. It will be required to be widened to 100 feet and it has already been recommended to be ultimately developed as a scenic drive. The jog at Granville Street should be corrected.

MARINE DRIVE

In the Park Report, this route from Camosun Street to Boundary Road was recommended as a scenic drive 100 feet wide. The portion from Cornish to Logan Streets is recommended also for widening to 100 feet as there will be a considerable amount of industrial trucking between these points.

NORTH AND SOUTH KENT AVENUES—OAK STREET TO BOUNDARY ROAD

Eastward from Marpole, Marine Drive has been recommended for development as a scenic drive and in order to relieve it of heavy trucking duty, it would be desirable to project an industrial road between the Drive and the North Arm of the Fraser River.

Such a road is now partly available. At several places along each side of the British Columbia Electric Railway Marpole-New Westminster Line, 33-foot strips of varying lengths, have been dedicated for street purposes. These half-street strips are known as Kent Avenue.

It is strongly recommended that every effort be made to link up these fragmentary pieces of road from Oak Street to Boundary Road before any further building development takes place. This road would be much more useful if it could be extended to Hudson Street but due to many buildings it would be impossible. North and South Kent Avenues, if projected as outlined, would not only provide splendid through low-level trucking routes, but they would also adequately serve the industries in the general area. A service road is considered essential to the well-being of the industries. Each half road should have two traffic lanes, and a sidewalk. Cross-overs should be provided at the more important major streets running north and south.

NORTH AND SOUTH STREETS

CHILCO STREET

Since the publication of the 1930 Report, the Lions' Gate Bridge has been constructed and the former ordinary Stanley Park traffic from Georgia Street has increased substantially. It is recommended, therefore, that Chilco Street be classified as a major street from Georgia Street to Beach Avenue. Although no street widening is suggested, it is recommended that it be paved to accommodate four lanes of traffic. It will serve as a by-pass, avoiding the business area, for traffic destined to south of False Creek.

BIDWELL STREET

The widening of this street to 80 feet was recommended in the 1930 Report, but in view of the recommendation to include Chilco Street in the major street systems, it is now recommended that Bidwell Street be not widened but that it be retained as a major street.

RICHARDS STREET

This street will assume a new importance when the Oak Street bridge is constructed. No widening is recommended due to existing development.

BLANCA STREET

From 16th to 4th Avenues, this street is recommended for development as a major street. No widening will be required.

TRIMBLE STREET

Owing to the steep terrain in this vicinity, Trimble Street has the only reasonable grade and it is recommended that it be developed with four lanes of traffic between 8th Avenue and N.W. Marine Drive. No widening is involved.

IMPERIAL STREET

A portion of this street serves as a link of the N.W. Marine Drive, and the short stretch between 3rd and 2nd Avenues, between the diagonal connections, is widened to 110 feet on the tangent and to 116 feet on the curves. It is recommended that Imperial Street, between 8th and 16th Avenues, be widened to 80 feet.

CAMOSUN STREET—CROWN CRESCENT

In the Park Report, Camosun Street from S.W. Marine Drive to Crown Crescent, and Crown Crescent, from Camosun Street to 8th Avenue, were recommended for development as a parkway, 100 feet wide.

CROWN STREET

In the 1930 Report, this street was recommended to be widened to 80 feet. Due to the proximity of Camosun Street recommended in the Park Report for development as a parkway along the boundary between the city and University Hill, it is recommended that there be no widening beyond the 66 feet from the Fraser River to 8th Avenue.

In view of the deletion of 5th Avenue as a major street the 80-foot diagonal connection from Crown Crescent and 8th Avenue to Highbury Street and 5th Avenue, as originally proposed, is now recommended to be diverted to meet the proposed diagonal connection or extension of Point Grey Road at 4th Avenue. This new connection will provide a fairly direct route from the University and West Point Grey districts to the waterfront.

Another 80-foot diagonal from 8th Avenue and Crown Crescent northwesterly to 4th Avenue, is also recommended.

DUNBAR—ALMA STREET

Most of this important route from S.W. Marine Drive to Point Grey Road will require widening from 66 to 80 feet. Only portions of it between King Edward and 4th Avenues are of sufficient width, but fortunately building lines have been set on these streets.

BLENHEIM—QUESNELLE—WATERLOO STREETS

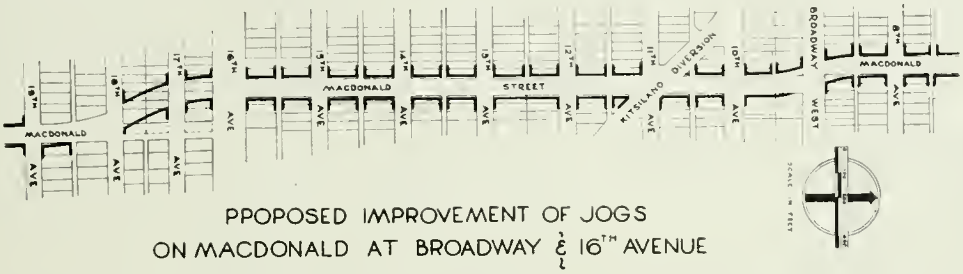
This route extends from the Fraser River to English Bay. The Waterloo Street portion is 99 feet in width but Blenheim Street is recommended to be widened to 80 feet. The connection on Quesnelle Drive south of 16th Avenue to Waterloo Street should be opened and improved.

MACKENZIE STREET—QUESNELLE DRIVE

It is recommended that this route be developed as a major street. No widening will be required.

MARINE CRESCENT—LARCH—PUGET—MACDONALD STREETS

This route is recommended as a major street although, due to topography, it is somewhat indirect. It should be widened to 80 feet. The jogs on Marine Crescent at 49th Avenue, and on Macdonald Street at 16th Avenue and at Broadway, should be improved.



PPOPOSED IMPROVEMENT OF JOGS ON MACDONALD AT BROADWAY & 16TH AVENUE

ARBUTUS STREET—WEST BOULEVARD

The importance of Arbutus Street as a radial artery has already been stressed and recommendations for its improvement, north of 16th Avenue, were made. On the south end—from S.W. Marine Drive to 49th Avenue—no widening is recommended but the jog at 53rd Avenue should be improved. It is recommended that West Boulevard between 49th and 41st Avenues, be widened to accommodate 6 lanes of traffic, and Arbutus Street between 41st to 16th Avenues, 8 lanes of traffic.

It is further recommended that West Boulevard between Angus Street and Arbutus Street (via 51st Avenue) now be eliminated from the former Major Street Plan.

EAST BOULEVARD

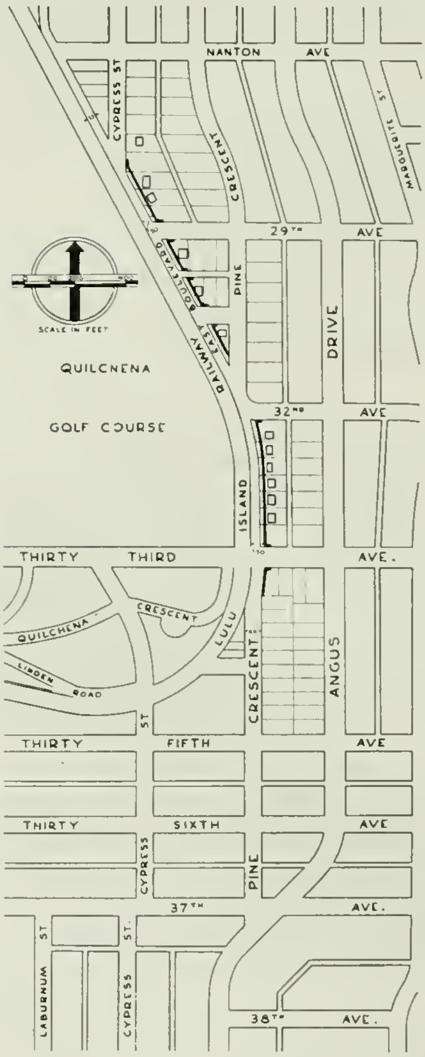
The 1930 Report recommended East Boulevard between 57th and 37th Avenues as a major street, with a new connection to Angus Street but it is now recommended for deletion. Although neither this street nor the southern portion of West Boulevard, above mentioned, were recommended for widening, it is in the interests of economy in paving and the fact that the area in which they are located is amply served with major streets, that their deletion from the major street system is now recommended.

CEDAR CRESCENT—CYPRESS STREET—PINE CRESCENT

Burrard Street, south of False Creek, and its importance as a radial route from the downtown business district has been discussed earlier. Burrard Street leads directly into Cedar Crescent at 17th Avenue.

The Point Grey section of the 1930 Major Street Report recommended the continuation, south from 16th Avenue, of Cedar (now Burrard) Street to 17th Avenue, thence in a southerly direction via Cedar Crescent, Cypress Street and East Boulevard to 29th Avenue, as a route of a major street. The streets named are all 66 feet wide, with the exception of East Boulevard, which is only 33 feet.

In the Shaughnessy Heights subdivision, the first of its type in Vancouver, the streets west of Granville Street were projected to the southwest in typically orthodox manner, as they should, but unfortunately, this fan-shaped spreading did not continue due to the interurban railway and the topography of the Arbutus Valley. Thus these streets, to a great extent, converge back to Granville Street. This construction makes difficult a proper design of a major street system in this district.



PROPOSED CONNECTION
ALONG EAST BOULEVARD
FROM
CYPRESS ST. TO PINE CRESCENT

The habits of motorists as to the routes they prefer is entirely a matter of individual inclination and usually they are changed only by the opening of some new connection or the construction of a new bridge or viaduct. It would appear that the choice of this route as a major street was favourably received by the motoring public, as it is very popular.

This route, however, more or less dead-ends at 29th Avenue. The 29th Avenue connection between East Boulevard and Arbutus Street was anticipated as a future outlet.

As the present situation stands, motorists whose destination lies east of the Vancouver and Lulu Island Railway and south of 53rd or 37th Avenues, could use Granville Street Bridge and swing off to Angus Drive. However, most of them prefer Burrard Street Bridge and as a result, after reaching East Boulevard, they arrive on a 33-foot street. Motorists have been using this narrow street (East Boulevard from Cypress Street to 32nd Avenue and Pine Crescent to 33rd Avenue) since the opening of Burrard Bridge, and thence on Pine Street, which is 66 feet wide, to join Angus Drive south of 37th Avenue.

It will be some years before the 29th Avenue connection is constructed, and in any event, the proposals for the development of Arbutus Street will take care of the traffic, west of the railway, to and from the city. It is recommended that the route of this major street be extended from Cypress Street to Angus Drive and that the East Boulevard be widened. The original Report recommended a width of 66 feet from Cypress Street to 29th Avenue, a very short distance. Due to the difficulty in widening the street another

33 feet, on one side only, and due to the fact that no sidewalk will be required on the west side, it is recommended that East Boulevard be widened on the east side to 50 feet, from Cypress Street to just south of 33rd Avenue. This width would allow for a 38-foot pavement (4 traffic lanes) and a 4½-foot sidewalk with a 2-foot strip at the railway and a 5½-foot boulevard strip. The sidewalk could be constructed at the curb. This is not an ideal arrangement for a major street but it would be infinitely better than that now existing and it should operate satisfactorily. Total prohibition of parking on this portion would assist considerably in maintaining a free flow of traffic.

ANGUS DRIVE—EAST BOULEVARD

Angus Drive branching from Granville Street, to some extent assumes the role of a radial thoroughfare. Between Granville Street and 60th Avenue no widening will be necessary. From 60th to 37th Avenues, provision for 6 lanes of traffic should be made but only 4 lanes will be necessary between 37th Avenue and Granville Street if the proposals for the Pine Crescent route are carried out. As the portion between 60th Avenue and S.W. Marine Drive is not deemed necessary, its deletion from the major street system is recommended. This will avoid the opening of a crossing over the interurban railway.

The widening and opening of East Boulevard from 60th Avenue to S.W. Marine Drive (70th Avenue) to accommodate 6 lanes of traffic, is recommended.

FIR AND HEMLOCK STREETS

It is recommended that these streets, the former between 16th and 3rd Avenues, and the latter between 15th and 5th Avenues, be designated as major streets and their pavements widened to 4 lanes. They will afford excellent relief streets for Granville Street in this district and they should have, therefore, as direct connection as possible to the proposed new Granville Street Bridge.

HUDSON STREET

Hudson Street was originally recommended as a major street from King Edward Avenue to Park Drive, 66 feet wide, and from this intersection to the Fraser River crossing, 80 feet wide. A new connection through the Shaughnessy Heights Golf Course, from 33rd to 37th Avenues, was incorporated in this route. It is now deemed, with the proper development of Granville and Oak Streets as major streets, that the portion north from Park Drive will be unnecessary, and its deletion is recommended.

HEATLEY AVENUE

It was formerly recommended that this street be widened from the waterfront to the then proposed Georgia-Charles Street connection. As this connection has been altered, Heatley Street should be widened to 80 feet for its full length.

FRASER—SCOTT STREETS

Fraser Street is of sufficient width except in two portions—Fraser River to S.E. Marine Drive, 66 feet, and between 33rd and 31st Avenues, 73 feet. It is recommended that these and also Scott Street from Kingsway to 7th Avenues, be widened to 80 feet. The connection between Fraser and Scott Streets at Kingsway should be improved.

CROSSING OVER RAILWAY LANDS IN FALSE CREEK FILL, EAST OF MAIN STREET

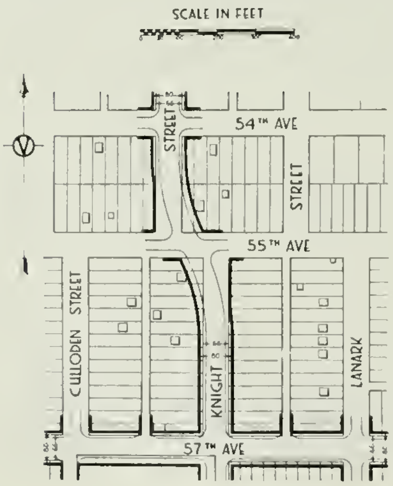
A viaduct crossing in a north and south direction over the filled-in bed of False Creek is desirable to relieve congestion on Main Street and to a lesser extent on Clark Drive. A direct connection between Heatley Avenue and Scott Streets, the major streets on the north and south sides of the Creek, may not be feasible because while the City by agreement with the Canadian National Railways can secure a right-of-way at this location over Canadian National Railway lands, the corresponding right-of-way over Great Northern Railway lands has been abandoned. However, a suitable crossing from an engineering standpoint, is assured between Princess Avenue and Carolina Street, one block west of the Heatley-Scott connection. This crossing is covered by right-of-way agreements with both railway companies, the Canadian National Railways undertaking to pay one-half the cost of construction over its portion of the route and also to provide land for ramps or steps to connect with Terminal and Industrial Avenues. The bluff at the Princess Avenue end would present an easy take-off for the viaduct and allow ample clearance for overpassing the proposed Georgia-Charles connection which would debouche into Jackson Avenue.

It is recommended that the Princess Avenue-Carolina Street location for the False Creek crossing be adopted. At the north end it is recommended that Atlantic Street be developed to provide efficient connections to the viaduct from both Jackson Avenue and Heatley Avenue. At the south end a diagonal connection from Scott Street at 7th Avenue to the bridgehead at Carolina Street and 5th Avenue could be provided readily as very little building development exists along the route.

KNIGHT STREET—CLARK DRIVE

The 1930 Report recommended the widening of these streets to 80 feet, from Burrard Inlet to the Fraser River. Owing to the proposed entry of the New Westminster-Vancouver Express Highway, Clark Drive will assume a new importance as it will be linked with the expressway in the vicinity of Grandview Highway and 5th Avenue. Both Clark Drive and Knight Street should be widened to 100 feet from Kingsway to Burrard Inlet, including the connection between 14th and 16th Avenues, but due to the new development along Clark Drive with factories of permanent construction, it is deemed that this widening would be unduly costly. The original recommendation of 80 feet is, therefore, reaffirmed.

PLAN SHEWING
IMPROVEMENT of JOG
KNIGHT STREET & 55TH AVE



COMMERCIAL DRIVE—STAINSBURY AVENUE

It is recommended that Commercial Drive be widened to 80 feet from Burrard Inlet to 16th Avenue. A one-way connection has been constructed for a considerable time along the west side of the British Columbia Electric Railway between 16th and 18th Avenues. A similar connection should be located on the east side of the railway. It is further recommended that from 18th Avenue to Victoria Drive, Commercial Drive and Stainsbury Avenue be widened to 80 feet.

VICTORIA DRIVE

This important street is recommended as a major street to be widened to 80 feet from Burrard Inlet to the North Arm of the Fraser River. The north and south portions should be connected by Stainsbury Avenue. A considerable amount of the abutting property along this street has already been acquired for widening.

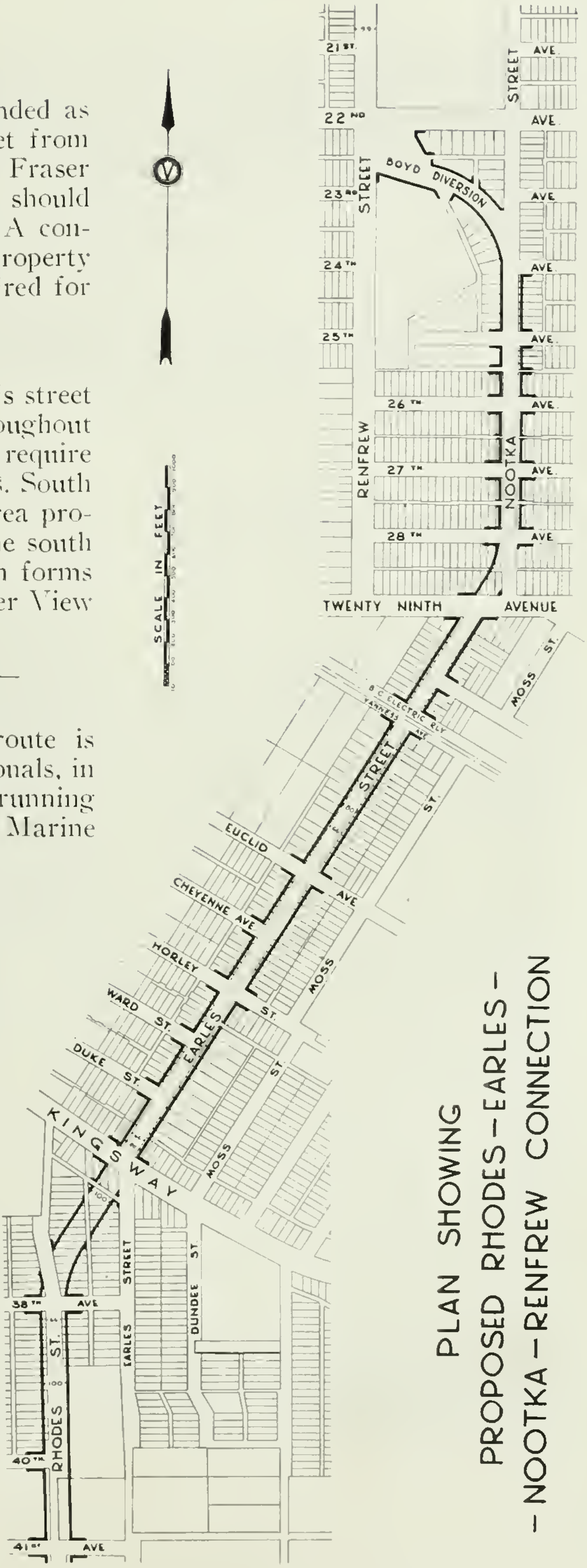
NANAIMO STREET

In the revised report on Parks, this street was recommended for development throughout its length as a boulevard drive. It will require opening between 41st and 45th Avenues. South of 54th Avenue it will traverse the area proposed for replotting. Plate 3 shows the south end diverted to Clarendon Street which forms part of the west boundary of the Fraser View Golf Course.

VIVIAN—RHODES—EARLES—NOOTKA—RENFREW STREETS

The southerly portion of this route is somewhat indirect. Two 80-foot diagonals, in the area recommended to be replotted, running northeast and northwest from S.E. Marine Drive, converge into Vivian Street near 56th Avenue. From this point to Kingsway, the Vivian and Rhodes Streets connection will run directly to Earles Street.

The former Report recommended a new connection from Earles Street, north of Euclid Avenue to Atlin Street at 29th Avenue, and a connection from Atlin Avenue to Renfrew Street, near 22nd Avenue. Atlin Street was originally chosen as a major street in this locality on account of the deep ravine on Renfrew Street north of 29th Avenue. For economic and other reasons, the city's Engineering Department has expressed a preference for an alternative route and the abandonment of these connections is, therefore, now recommended.

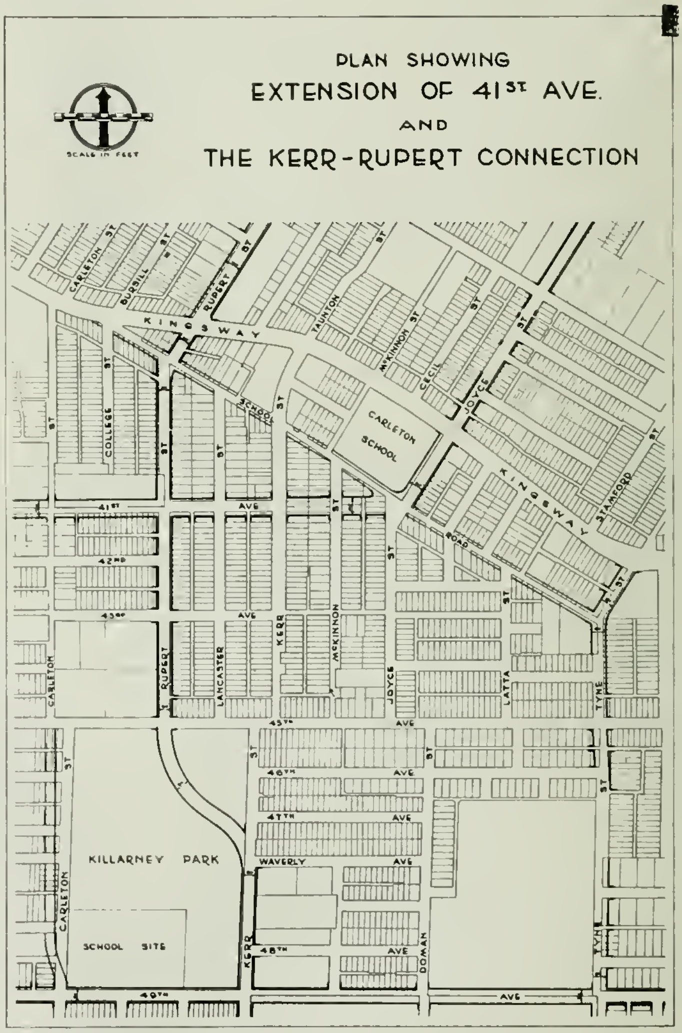


PLAN SHOWING
PROPOSED RHODES–EARLES–
–NOOTKA–RENFREW CONNECTION

In lieu thereof, it is recommended that the widening of Earles Street to 80 feet, be extended northeast from Euclid Avenue to 29th Avenue, thence via Nootka Street to north of 26th Avenue. From this point a new connection, Boyd Diversion, northwest to Renfrew Street near 22nd Avenue, has been constructed. The accompanying plan shows the new proposals.

Kerr—Rupert—Cassiar Streets and Bridgeway

Between S.E. Marine Drive and 54th Avenue, Kerr Street lies in the area recommended for replotting. In the 1930 Major Street Report it was recommended that it extend, as a major street, to Kingsway.



With the abandonment of the long diagonal from Ontario Street and Marine Drive to Kingsway and Rupert Street, originally recommended in the 1930 Report, Rupert Street would also extend only to the north side of Kingsway. Thus this condition would leave these two major streets terminating at Kingsway, on opposite sides, and only a block apart. It is recommended, therefore, that Kerr Street be diverted to Rupert Street in order to obtain a more or less continuous route. This diversion can be accomplished with the least expense south of Kingsway by utilizing a portion of Killarney Park for the projection of an 80-foot connection from Kerr Street, near Waverley Avenue, to Rupert Street at 45th Avenue. Both Kerr and Rupert Streets should be widened to 80 feet from the North Arm of the Fraser River to Kingsway. The jog on Kerr Street at 65th Avenue has been corrected.

It is suggested, in order to compensate the loss in park area, that Killarney Park be extended westerly to the production of the east boundary of Carleton Street southerly to approximately 48th Avenue from which point it should be joined to Carleton Street at 49th Avenue. None of the area affected by this proposed projection of Carleton Street is developed.

It is recommended that Rupert Street be widened to 100 feet from Kingsway to 29th Avenue. North of this avenue Rupert Street is 99 feet in width. Due to the fact that Rupert Street, north of Hastings Street, is in the process of being closed, it will be essential that a diagonal street be provided to connect with Cassiar Street. It is recommended that this 100-foot diagonal extend from Rupert Street near Napier Street to Cassiar and Adanac Streets. At the north end, Cassiar Street leads to Bridgeway, the approach to the Second Narrows Bridge.

TYNE STREET

It was recommended in the 1930 Report that Tyne Street be widened to 100 feet, from 57th Avenue to Kingsway. In view of the fact that it is considered that this area is well served with major streets, and in the interest of economy of paving, it is now recommended that it be widened to 80 feet only.

JOYCE STREET

This street is recommended for widening to 80 feet, from Kingsway to 29th Avenue. From Kingsway, south to School Road, it is recommended that it be widened to 100 feet to take care of the traffic from 41st Avenue when it is opened.

BOUNDARY ROAD

The city's east boundary was recommended in the Park Report for development as a boulevard drive from S.E. Marine Drive north to Scenic Highway. From the latter to 29th Avenue it is 132 feet wide and the remainder should be widened to this width. South of 45th Avenue it lies in the area proposed for replotting and the widening of this portion should be easily effected. The grades on some portions of Boundary Road are somewhat undesirable for a boulevard drive but they are not deemed to be so heavy as to be particularly dangerous for driving.

DIAGONAL—SOUTH VANCOUVER AREA

In the South Vancouver section of the 1930 Report, a new diagonal, connecting Marine Drive at Ontario Street with Kingsway at Rupert Street, was strongly recommended. It was pointed out that, by "replotting" the subdivision immediately adjacent to the right-of-way, many of the evils of acute angles normally associated with a diagonal being superimposed upon a grid street system, would be obviated. A considerable amount of city-owned property along its route has been withheld from sale but as there has never been any apparent prospect of the work being carried out, the civic Lands Department has been, at times, under criticism for retaining the properties for such a long period. On several occasions during the intervening years the problem has been referred to the Commission for reconsideration but as sufficiently clear and convincing statements as to the value of the diagonal were presented by the Commission, no further attempts to abandon this diagonal were made.

Vancouver is very inadequately served by either radial or circumferential streets. Their value in the street system of any city cannot be over emphasized. This diagonal would afford many advantages to vehicular movement within the city and very careful consideration has been given in this revision with respect to the possibilities of again including it in the Major Street Plan. However, so much development has taken place during the past few years which would conflict with the project and which would make the cost so extraordinarily excessive that it is now reluctantly recommended that it be abandoned and deleted from the Major Street Plan. There are now almost nine times the number of dwellings on the route of this diagonal as there were when it was originally recommended. In addition there have been many utilities installed—water, sewers, electricity and telephone, and a number of roads improved—that would be affected.

This is a striking example of how a Plan must be protected as soon as it is approved so as to enable all portions of it to be carried out. This diagonal would have been a splendid thoroughfare and by replotting, all the abutting and nearby property would have been greatly enhanced in value.

MAJOR STREET DELETIONS

The following which were shown as Major Streets in the 1930 Report are now recommended for abandonment:

ARBUTUS STREET

Proposed connection from 7th Avenue to Burrard Street and 5th Avenue.

BELMONT AVENUE

This avenue, between Sasamat and Imperial Streets, is no longer necessary on account of the acquisition of the right-of-way and the construction of the Locarno diagonal from Imperial to Trimble Streets.

CAMBIE STREET *(as plotted in proposed C.P.R. Subdivision of* 1930)

59th to 31st Avenue.
Ash Street.
S.W. Marine Drive to 59th Avenue.

CROWN DIAGONAL

From Crown Crescent and 8th Avenue to Highbury Street and 5th Avenue.

DEVONSHIRE CRESCENT

Hudson to Selkirk Streets.

EAST BOULEVARD

Angus Street to 37th Avenue.

ETON STREET

Rupert to Cariboo Streets.

GORE AVENUE

Georgia Street to waterfront.
On account of the proximity of Gore Avenue to Main Street, the widening of Gore Avenue is deemed unnecessary but it could be developed with four traffic lanes.

HUDSON STREET

Park Drive to King Edward Avenue.

KERR STREET

Waverley Avenue to Kingsway.

KINGSWAY VIADUCT

Beatty and Robson Streets to Kingsway and Main Street.

Due to the proposal to project the New Westminster-Vancouver Express Highway into the downtown business district, the need for this viaduct will disappear. Kingsway traffic can use Main Street, as at present, and will be able to connect with the Express Highway to the city centre from Main Street.

PENDER STREET

Clark Drive to Boundary Road.

SCHOOL ROAD

Carleton to Tyne Streets. The original Kingsway route was widened between these streets.

SMITHE STREET

Proposed Viaduct from Distributor Street route to Cambie Street Bridge.

S.W. MARINE DRIVE

Proposed connection from near Angus Street to Vancouver & Lulu Island Railway.

WEST BOULEVARD

Angus to Arbutus Streets (via 51st Avenue).

5TH AVENUE

Highbury to Granville Streets.

This avenue was previously recommended as a major street chiefly owing to the fact that most of it was 80 feet in width, and would provide an alternative to 4th Avenue and thus traffic could avoid a carline street. It is deemed that it is an unnecessary duplication to have two major streets one block apart. A considerable saving in paving costs would accrue from its abandonment.

29TH AVENUE

Selkirk to Cambie Streets.

71ST AVENUE

Vancouver & Lulu Island Railway to Logan Street.

DIAGONAL—HASTINGS TOWNSITE

In view of the large amount of development that has taken place in the Hastings Townsite area, it is now recommended that the greater portion of the diagonal proposed in 1930, from near Lakewood Drive and 12th Avenue to Rupert and Napier Streets be abandoned. The portion between Rupert and Cassiar Streeets should be retained as explained in the report on the Rupert-Cassiar route.

DIAGONAL—SOUTH VANCOUVER AREA

Due to extensive development—buildings and public utilities—the diagonal recommended in the 1930 Report, to connect S.W. Marine Drive and Ontario Street with Rupert Street at Kingsway is now recommended for abandonment.

NEW MAJOR STREETS

The following are new major streets that were not included in the 1930 Report:

EAST AND WEST STREETS

DAVIE STREET

Extended west from Bidwell Street to Beach Avenue.

DUNSMUIR STREET

Burrard Street to Georgia Viaduct—To be widened between the lane east of Richard Street and Beatty Street from 66 feet to 80 feet.

KINGSWAY

Carleton to Tyne Streets (Developed in Kingsway widening project).

NORTH AND SOUTH KENT AVENUES

Oak Street to Boundary Road.

PENDER AND HASTINGS

New connection between Hastings and Pender Streets at Vernon Drive.

WATERFRONT ELEVATED ROADWAY

Granville Street to Heatley Avenue. (This project was recommended in the 1930 Transportation Report.)

1ST AVENUE

Burrard Street to connect with Point Grey Road between Macdonald and Bayswater Streets.

33RD AVENUE

Camosun to Cambie Streets.

37TH AVENUE

Cambie to Main Streets.

70TH AVENUE

S.W. Marine Drive (Cornish Street) to S.W. Marine Drive (Near Ash Street).

NORTH AND SOUTH STREETS:

CAMOSUN STREET AND CROWN CRESCENT

8th Avenue to S.W. Marine Drive. Recommended in Park Report as a parkway.

CHILCO STREET

Georgia Street to Beach Avenue.

East Boulevard
29th to 33rd Avenues.

Pine Crescent
33rd to 37th Avenues.

Rupert Street
45th Avenue to Kingsway.

NEW CONNECTIONS

Crown Crescent and 8th Avenue to 4th Avenue northeast to near Wallace Street, and northwest to near 4th Avenue diversion.

Elevated Roadway: Arbutus Street and 7th Avenue to south approach of the Burrard Street Bridge.

Elevated Roadway on Cordova Street—Granville Street to Howe and Burrard Streets.

Elevated Roadway: Viaduct over False Creek Fill from Princess Avenue and Atlantic Street to 5th Avenue and Carolina Street. North approach to connect with Jackson and Heatley Avenues along Atlantic Street. South approach to connect with Scott Street near 7th Avenue.

Express Highway: New Westminster-Vancouver.

Kerr Street at Waverley Avenue, through Killarney Park, to 45th Avenue at Rupert Street.

AMENDMENTS TO MAJOR STREETS OF THE 1930 REPORT

Bidwell Street
Width decreased from 80 to 66 feet.

Crown Street—Fraser River to Crown Crescent.
Width decreased from 80 to 66 feet.

McGill Street—Wall to Rupert Streets—Width increased from 100 to 130 feet to accommodate "cloverleaf" development to Windermere Street underpass.

Tyne Street—57th Avenue to Kingsway. Width decreased from 100 to 80 feet.

1st Avenue—Clark to Nanaimo Streets. Width decreased from 100 to 80 feet.

29th Avenue—Camosun to Granville Street.
Width decreased from 80 to 66 feet.

Diagonal—Vivian Street near 5th Avenue to S.E. Marine Drive near Boundary Road. Width decreased from 100 to 80 feet.

REPLOTTING

Two major replotting projects were recommended in the 1930 Report—Hastings Townsite and the southeasterly portion of the South Vancouver Area.

HASTINGS TOWNSITE

A full treatise was given in regard to this project. It included a suggested design and a considerable amount of data concerning existing and proposed street grades. At that time there was comparatively little development and the beneficial results, including the increased efficiency obtained, would have been well worth the expense. A few of the property owners were enthusiastic about the scheme and were actively furthering it, while a very few were as strongly opposed. The proposal was finally abandoned, due to the general apathy of the majority of the residents.

However, it is gratifying to note that out of the many discussions which took place at that time, one feature of the scheme has been consummated, namely, Scenic Highway. This 100-foot road, from McGill Street, east from Cariboo Street to Boundary Road, entering Montrose Street in Burnaby, has been dedicated and graded. This will make an admirable connection to Hastings Heights from the lower streets, and as its name connotes, many splendid scenic vistas may be obtained in travelling along it.

SOUTH-EAST PORTION OF SOUTH VANCOUVER AREA

(a) Bounded by 54th Avenue, Argyle Street, S.E. Marine Drive and Boundary Road.

(b) Bounded by 45th Avenue, Tyne Street, 54th Avenue and Boundary Road.

These areas consist of approximately 1,100 and 155 acres respectively. Due to the original poor subdivision, the sparse development and the large number of municipally owned parcels, it was recommended in the 1930 Report that the possibilities of a replotting scheme be investigated. The city has since reserved from sale all its property in these areas, but no move has been made as yet toward carrying out the work.

However, one step in this direction has been taken. The bounderies of the 210-acre Fraser View Golf Course have been laid out to synchronize with the major street proposals.

This replotting should be undertaken in order to obtain a more economical, efficient and withal, a more pleasing subdivision. Since the original recommendation was made, some development has taken place but there will never be a better opportunity to modernize the area. The major streets, street widenings and connections, that would be costly and difficult to secure would be acquired at much less expense, and the value and efficiency of the whole area would be raised.

The whole tract lies on an easy grade facing the south, except for the southerly portion which is on a comparatively steep slope. The whole area is admirably suitable for residential development. The tract affords a beautiful view of the Fraser River delta and the Strait of Georgia, with the Olympic Mountains in Washington and the Vancouver Island range in the distance. It will be a very fine residential area for both artisans and executives connected with the industries along the North Arm of the Fraser River.

The original subdivision is an example of lack of planning. Several blocks have double frontage which condition was not necessitated by topography. Several lots have no means of access except by lanes. Although the subdivision was made several years ago, there are blocks over 2,000 feet in length, the outside limit, seldom used, for modern subdivision in this automobile age.

A considerable saving of land would be effected by eliminating many unnecessary streets and by making many of the minor streets 50 feet in width instead of the usual 66 feet. The areas covered by deep ravines and water courses, which would preclude their development with residences and other buildings, would be set aside as open spaces for public use. The opening and improvement of the major streets through this tract would create a brisk demand for homesites. As conditions warranted, the whole area could be progressively subdivided and sold according to a preconceived plan.

In every respect, it would appear that it would be advantageous to replot these areas. The enhancement of property values that would be directly attributable to the straightening out and opening up of the present barriers of undeveloped and restricted public thoroughfares coupled with the projection of efficacious major streets, should alone justify the venture. Suitable school and park sites could be allocated in the new subdivision and these facts along with the benefit to be derived from the early sales of city lots now being held, which would be placed once more upon the tax-roll, has been the incentive in presenting this recommendation.

APPENDIX

COMMISSION'S REPORT ON ARBUTUS STREET

The problem of the development of Arbutus Street from 16th Avenue northward has given the Commission much concern. Since 1930, there has been a very large increase in motor traffic on this street, and it is apparent that if it were properly developed to furnish an easy flow of traffic into Burrard Street, its use by the motoring public would be infinitely greater. In its present condition its use by motorists can leave them nothing but a sense of frustration as they are left to their own devices to obtain their objective — in the great majority of cases — Burrard Street Bridge.

The Commission has given the method of widening considerable thought. The original recommendation provided for widening on both sides taking 17 feet from the flanking lots. The recurring applications for changes in zoning classification on the narrow strip (75 feet) of property between Arbutus Street and the railway right-of-way, from the lane north of 14th Avenue to that north of 16th Avenue, from a One-family Dwelling District to a commercial or an industrial district, have been consistently refused for the reason that it was not considered desirable to allow either commercial or industrial uses of this strip flanked on each side by One-family Dwelling Districts. Furthermore, it was deemed that the erection of buildings for either of these purposes would not be in the best interests of the motoring public in that vision clearance at the corners of the avenues and lanes would be sacrificed. On the other hand, it was realized that it is quite improbable that any dwelling would ever be erected on the narrow residue, 58 feet, after the widening took place.

The Commission, therefore, unanimously approves of the Consultants' recommendation that the widening take place on the east side only. The heavy grades (from 7.5 per cent to 11.1 per cent) on the avenues between this street and the railway would preclude this possibility unless 13th, 14th and 15th Avenues, and the four adjacent lanes, were closed immediately east of the railway. There are many other factors, too numerous to mention, that are embraced in this whole problem, not the least being the cost.

The closing of the avenues and lanes without any provision being made for any other outlets, would probably involve actions for damages, real or fancied, on the part of the property owners in these blocks east of the railway.

In order to obviate damage actions that possibly might be laid by closing the avenues and lanes, it is recommended that East Boulevard be extended north from 16th Avenue to 12th Avenue a width of 37½ feet (three-quarters of a lot) which would permit of a 24-foot roadway and a sidewalk on the east side. The removal of five dwellings would be involved.

The ultimate special use of the railway will also have a bearing upon this problem but regardless of what is done in this respect, the recommendation relative to the streets should be carried out.

The lowering of the railway tracks between Broadway and a point somewhere in the vicinity of 14th or 15th Avenues, is considered essential from several view-points. The grades on the two spurs to the lanes between 10th and 12th Avenues would be lessened between the west side of Arbutus Street and the main tracks. In addition, the steep grade (7½ per cent) on 12th Avenue in the 75 feet between Arbutus Street and the railway, would be reduced. Both of these improvements would assist greatly in the solution of the difficult problem of obtaining a satisfactory grade for the permanent paving of Arbutus Street.

With respect to the Arbutus Street connection north and east from 7th Avenue to Burrard Street, paralleling the railway as originally recommended, the Commission agrees with the Consultants as to the two undesirable features that would be encountered in constructing this route. One is that on Cypress Street the grade from the north side of the proposed road to the south side of 5th Avenue would be prohibitive, and either Cypress Street would have to be closed or a subway would have to be constructed under the railway and the proposed Arbutus Street connection. This subway would involve the setting of a new grade on Cypress Street for some considerable distance south of 6th Avenue and the latter avenue would also have to be graded to correspond with the Cypress Street subway grade. The other unfavourable feature is the clash of the northeast bound traffic from the Arbutus connection at 5th Avenue with the north bound traffic on Burrard Street where the two traffic streams would merge south of 4th Avenue.

The Commission approves, therefore, of the Consultants' recommendation providing for a direct connection by means of an elevated structure from 6th Avenue and Maple Street to the south end of the the Burrard Street Bridge as shown on the plan on page 21. It would not only avoid the closing of Cypress Street between 5th and 6th Avenues, but it would provide a shorter route to the Burrard Street Bridge.

The importance of Arbutus Street as an arterial thoroughfare for the accommodation of a tremendous volume of traffic in the not distant future is such that is is considered that the capital outlay in the acquisition of property and construction would be justified in adequately meeting its future requirements squarely and with foresight. The property through which this elevated connection would traverse, although zoned as a Light Industrial District, has but old dwellings thereon. An early decision with respect to this project should be made to obviate any permanent industrial development taking place in the bed of the proposed route.

The Commission is of the opinion that the solutions as recommended would be the most logical and efficient to overcome the many difficulties that beset this problem.

ALPHABETICAL AND NUMERICAL INDEX TO SUMMARY OF MAJOR STREET ROUTES

ALPHABETICAL

Street	*Route No.*
Alma Street	51
Angus Drive	57
Arbutus Street	55
Beach Avenue	9
Bidwell Street	41
Blanca Street	46
Blenheim Street	52
Boundary Road	75
Boyd Diversion	71
Bridgeway	72
Broadway	18
Burrard Street	42, 56
Cambie Street	45, 63
Camosun Street	49
Carolina Street	66
Cassiar Street	72
Cedar Crescent	56
Charles Street	6
Chilco Street	40
Clarenden Street	70
Clarke Drive	67
Commercial Drive	68
Connaught Drive	25
Cordova Street	2
Cornwall Street	13
Crown Street	50
Crown Crescent	49
Cypress Street	56
Davie Street	8
Distributor Street	45
Douglas Crescent	22
Dunbar Street	51
Dunsmuir Street	5
Earles Street	71
East Boulevard	37, 56, 57
Fir Street	58
Fraser Street	66
Galiano Road	23
Georgia Street	6
Grandview Highway	19
Grandview Highway, North	20
Grandview Highway, South	19
Granville Street	43, 59
Hastings Street	3
Heather Street	34, 35
Heatley Avenue	65
Hemlock Street	60
Homer Street	45
Hudson Street	61
Imperial Street	12, 48
Jackson Avenue	6
Joyce Street	74
Kent Avenue	39
Kerr Street	72
King Edward Boulevard	24
Kingsway	21
Kitsilano Diversion	19
Knight Street	67
Lakewood Street	24
Larch Street	54
Lougheed Highway	18
Macdonald Street	54
Mackenzie Street	53
Main Street	64
Marine Crescent	54
Marine Drive, N.W.	12
Marine Drive, S.E.	38
Marine Drive, S.W.	37
Marpole Avenue	22
McGill Street	2
Midlothian Avenue	26
Moscrop Street	27
Nanaimo Street	70
Nootka Street	71

Street	*Route No.*
Oak Street	62
Pacific Street	9, 45
Park Drive	34
Pender Street	4
Pine Crescent	56
Point Grey Road	13
Powell Street	2
Princess Avenue	66
Puget Drive	23, 25, 54
Quesnelle Drive	52, 53
Renfrew Street	71
Rhodes Street	71
Richards Street	44
Robson Street	7
Rupert Street	72
Scenic Highway	2

Street	*Route No.*
Scott Street	66
Sidney Street	27
Stainsbury Avenue	68, 69
Terminal Avenue	10
Trimble Street	47
Tyne Street	73
Victoria Drive	69
Vivian Street	71
Wall Street	2
Wallace Street	49
Water Street	2
Waterloo Street	52
Wellington Street	28
West Boulevard	55
Wolfe Avenue	22
Waterfront Elevated Roadway	1

NUMERICAL

Avenue	*Route No.*
1st	10, 14
2nd	11
3rd	15
4th	12, 16
6th	17
8th	18
10th	19
12th	19

Avenue	*Route No.*
15th	22
16th	22
18th	22
19th	22
21st	23
22nd	22, 24
23rd	24
29th	25, 26, 27

Avenue	*Route No.*
31st	25
33rd	26, 29
37th	30
41st	31
49th	32
57th	33
63rd	34
64th	34, 35
70th	36

SUMMARY OF PROPOSED MAJOR STREETS

EAST AND WEST STREETS (FROM NORTH TO SOUTH)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
1.	Waterfront Elevated Roadway—	....	48	....	6	New Elevated Roadway along waterfront from Granville to Heatley. No parking to be allowed.
2.	Cordova-Water-Powell-Wall-McGill and Scenic Highway—					
	Cordova Street:					
	Burrard to Granville	....	48	....	6	New Elevated Roadway—also to be connected with Howe. No parking to be allowed.
	Granville to Richards	66	66	4	4	
	Water Street:					
	Richards to Carrall	66	80	4	6	S.W. corner Powell and Carrall to be improved.
	Powell Street:					
	Carrall to Campbell	66	80	4	6	S.W. corner Powell and Campbell to be improved. Building lines now established from Carrall to Campbell.
	Campbell to Semlin Drive	66	80	4	6	
	Wall Street:					
	Semlin to Nanaimo	66	80	2	6	
	Nanaimo to Yale at Renfrew	99	99	2	6	Scenic Drive east of Nanaimo to McGill.
	Yale to Trinity	80	100	....	6	
	Trinity to McGill	66	100	....	6	
	McGill Street:					
	Wall to Rupert	80	100	2	6	Scenic Drive. S.E. corner Rupert and McGill to be improved.
	Rupert to Cariboo	99	99	2	6	Connects with Bridgeway (See Route 73).
	Scenic Highway:					Scenic Drive.
	Cariboo and McGill to Boundary and East Streets	99–160	99–160	....	6	Connects with Edinburgh (Burnaby) at Boundary Road.
3.	Hastings Street:					
	Burrard to Carrall	80	80	6	6	Present paved width of 51 ft. gives bare 6 lanes of traffic.

Carrall to Victoria	99	99	6	8	Improve jog at Vernon. New 100 ft. connection to Pender across Vernon.
Victoria to Boundary	84½–86	84½–86	6	6	
4. PENDER STREET:					
Georgia to Burrard	66	80	4	6	
Burrard to Cambie	66	66	4	4	
Cambie to Carrall	90	90	6	6	
Carrall to Campbell	66	80	4	6	
Campbell to Vernon	66	80	2	6	Improve jog at Vernon.
Vernon to Clark	66	100	2	8	
5. DUNSMUIR STREET:					
Burrard to Lane east of Richards	66	66	4	4	
Lane east of Richards to Beatty	66	80	4	6	New connection (viaduct). No parking to be allowed.
Beatty to Georgia Viaduct	....	53	....	6	
Georgia Viaduct (from new Dunsmuir connection to Main)	53	53	6	6	
6. GEORGIA-JACKSON-CHARLES—					
GEORGIA STREET:					
Stanley Park-Burrard	99	99	6	8	Present paved width of 50 ft. gives bare 6 lanes of traffic.
Burrard to Cambie	94	94	6	8	To connect with proposed Express Highway Viaduct.
Main to Jackson	66	100	4	8	
Jackson to Heatley	66	80	4	6	
JACKSON STREET:					
Georgia to Atlantic	66–83	100	2	8	Improve S.W. corner Georgia and Jackson.
NEW CONNECTION:					
Jackson to Charles at Clark	....	100	....	8	New connection from Jackson and Atlantic to Charles and Clark. Viaduct over Glen Drive railway yards.
CHARLES STREET:					
Clark to Nanaimo	66	100	2	8	Improve jog at Nanaimo.
Nanaimo to Rupert	99	99	3	8	
New Connection	....	100	....	8	East of Rupert S.E. to Boundary to connect with Lougheed Highway in Burnaby.
7. ROBSON STREET:					
Bidwell to Jervis	66	66	4	4	
Jervis to Burrard	66	80	4	6	
Burrard to Cambie	66	80	4	6	
Cambie to Beatty	90	90	6	6	Connects with Cambie Street bridge.

EAST AND WEST STREETS (FROM NORTH TO SOUTH)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
8.	Davie Street:					
	Beach to Homer	66	66	4	4	
9.	Beach-Pacific—					Scenic Drive to Burrard.
	Beach Avenue:					
	Stanley Park to Broughton	66	100	4	8	
	Pacific Street:					
	Broughton to Burrard	66	100	4	8	
10.	Terminal-First—					
	Terminal:					
	Main to Glen at Viaduct	125	125	2–4	6	
	First:					
	Viaduct, Glen to Clark	40	40	6	6	No parking to be allowed.
	Clark to Nanaimo	66	80	2	6	
	Nanaimo to New Diagonal near Cariboo	91–116	116	2	4	50 foot railway right-of-way in centre. Between Renfrew and Nootka to be widened to 33 feet on north side of railway.
11.	Second:					
	6th to Cambie	....	80	....	6	New diagonal connection through N.W. corner Cambie and 6th.
	Cambie to Columbia	99	99	2	6	
	Columbia to Main	99	99	2	6	
12.	N.W. Marine Drive-Fourth—					Scenic Drive.
	N.W. Marine Drive:					
	Municipal Boundary to Blanca	80	100	3	8	
	Blanca to bend west of Sasamat	99	110	2	8	
	New Diagonal:					
	Bend west of Sasamat to Trimble	....	110	....	8	New connection.
	Diagonal:					
	Trimble to Imperial at 2nd	110–116	110–116	2	8	Curved portion 116 feet wide.

IMPERIAL:					
2nd to 3rd	100	116	2	8	
NEW CONNECTION:					
Imperial and 3rd to 4th near Diversion.	....	116	....	8	Curved connection through N.E. corner Imperial and 4th.
FOURTH:					
Connection east of Imperial to Diversion west of Wallace	80	110	2	8	
NEW DIAGONAL:					
4th west of Wallace to Point Grey Road and Wallace	....	110	....	8	New diagonal.
13. POINT GREY-CORNWALL—					
POINT GREY:					
Wallace to Highbury	88	110	2	8	
Highbury to Alma	66	110	2	8	
Alma to Dunbar	66	100	3	8	
Dunbar to Waterloo	66	100	2	8	
Waterloo to Balaclava	66	100	4	8	
Balaclava to Trafalgar	66	100	2	8	Alignment S.W. corner Trafalgar and Point Grey improved 1947.
CORNWALL:					
Trafalgar to Burrard	66	100	3–4	8	
14. FIRST:					
West of Macdonald to Burrard	66	66	3–4	4	
15. THIRD:					
Fir to Granville	66	66	4	4	New connection, Granville to Hemlock at 5th.
16. FOURTH:					
City Boundary west of Drummond to Blanca	120	120	2	6	
Blanca to Trimble	80	80	2–4	6	
Diversion east of Trimble to 4th east of Imperial	80	80	2	6	
					(See Route 12 for portion of 4th from diversion to W. of Wallace.)
West of Wallace to Alma	80	80	2	6	
Alma to Vine	80	80	6	6	
Vine to Granville	80	80	4	6	
Granville to New Connection	....	80	....	6	New connection, 4th and Granville to new connection from 3rd to Hemlock. (See Route 15.)

EAST AND WEST STREETS (FROM NORTH TO SOUTH)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
17.	Sixth:					
	East of Arbutus to Hemlock	66	66	2	4	
	Hemlock to Cambie	66	80	3	6	
	Cambie to Main	66	80	2	6	
18.	Eighth-Broadway-Lougheed—					
	Eighth "A":					
	Blanca to Sasamat	66	80	3	6	
	Sasamat to Imperial	66	80	4	6	
	Imperial to junction with Broadway	80	80	2	6	Broadway merges with 8th east of Crown Crescent.
	Eighth "B":					
	Broadway to Highbury	80	80	2	4	
	Highbury to Alma	66	66	2	4	
	Broadway:					
	Junction with Eighth to Highbury	80	80	4	6	
	Highbury to Alma	66	80	2	6	
	Alma to Trafalgar	86	86	6	6	
	Trafalgar to Arbutus	99	99	6	6	
	Arbutus to Granville	99	99	6	8	
	Granville to Cambie	99	99	6	8	
	Cambie to Yukon	82–80	100	6	8	
	Yukon to Alberta	80–66	100	4	8	
	Alberta to Prince Edward	66	100	4	8	Improve jog at Prince Edward.
	Prince Edward to Commercial	99	99	6	8	
	Commercial to Nanaimo	99	99	2	8	Improve jog at Nanaimo.
	Nanaimo to Central Arterial (Lougheed) Highway west of Cassiar	63–96	100	2	8	Connection north of Great Northern Railway to Lougheed Highway in Burnaby.
	Lougheed Highway:					
	Broadway to Boundary	100	100	4	8	Connects with Boundary at 5th.
19.	Tenth-Twelfth-Grandview—					
	Tenth:					
	Blanca to Alma	80	80	6	6	
	Alma to Mackenzie	80	80	4	6	

KITSILANO DIVERSION:					
Mackenzie to Stephens	80	80	4	6	
TWELFTH:					
Stephens to Trafalgar	80–121	80–121	5	6	
Trafalgar to Maple	80	80	4	6	
Maple to Fir	80	80	2	6	
Fir to Granville	80	80	4	6	
Granville to Cambie	80	80	3	6	
Cambie to Yukon	80	80	5	6	
Yukon to Columbia	80	80	3	6	Improve jog at Columbia.
Columbia to Kingsway	66	80	3	6	
Kingsway to Lakewood	66	80	4	6	
GRANDVIEW SOUTH DIVERSION:					
Lakewood to Nanaimo	80	80	2	6	South of Great Northern Railway. No sidewalk or boulevard required on north side.
Nanaimo to west of Kaslo	70–90	70–90	2	6	
GRANDVIEW HIGHWAY:					
West of Kaslo to Boundary	99	99	2	8	Portion between Kaslo and Cassiar recommended as a Parkway which diverts northeasterly to Boundary Road. Grandview Highway continues through Burnaby.
20. GRANDVIEW NORTH HIGHWAY:					
Clark to Kamloops	70	70	2	6	North of Great Northern Railway. No sidewalk or boulevard required on south side.
Kamloops to Slocan	99	99	2	6	
21. KINGSWAY:					
Main to 12th	99	99	6	8	
12th to Fraser	80	99	6	8	Improve alignment at 15th Avenue.
Fraser to Boundary	99	99	6	8	Kingsway was widened from Knight to Boundary in 1932.
22. 16TH-15TH-18TH-19TH AND 22ND-MARPOLE-WOLFE-DOUGLAS—					
SIXTEENTH:					
Blanca to Camosun	66	100	....	6	
Camosun to Crown	132–135	132–135	2	6	
Crown to Collingwood	132–135	132–135	4	6	South paved road diverts to Quesnelle.
Collingwood to Waterloo	132–135	132–135	2	4	No medial strip possible.
Waterloo to Trafalgar	132–135	132–135	2	6	
Trafalgar to Pine	80	80	2	6	
Pine to Granville	80	80	4	6	

EAST AND WEST STREETS (FROM NORTH TO SOUTH)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
	MARPOLE:					
	Granville to 15th at Hemlock	66	80	2	6	
	FIFTEENTH:					
	Hemlock to Birch	66	80	3	6	
	WOLFE:					
	15th at Birch to Douglas	66	80	3	6	
	DOUGLAS:					
	Wolfe to Oak	66	80	3	6	
	NINETEENTH:					
	Oak to Cambie	66	80	2–3	6	
	Cambie to Main	66	80	3	6	Improve jog at Main Street.
	Main to Windsor	66	80	2	6	Connection across Kingsway to 18th.
	EIGHTEENTH:					
	Windsor to Commercial	66	80	2	6	
	NEW CONNECTION:					
	Commercial to Porter	....	80	....	6	New connection to 19th at Porter.
	NINETEENTH:					
	Porter to Copley	66	80	....	6	
	NEW CONNECTION:					
	Copley to 22nd at Kamloops	....	80	....	6	New connection across Nanaimo to 22nd Avenue.
	TWENTY-SECOND:					
	Kamloops to Boundary	99	99	2	6	
23.	GALIANO-PUGET-TWENTY-FIRST—					
	GALIANO:					
	Quesnelle to Puget	66	66	....	4	
	PUGET:					
	Galiano to 21st	66	66	....	4	

TWENTY-FIRST:					
Puget to Arbutus	66	66	2	4	
24. KING EDWARD—					Boulevard.
KING EDWARD:					
Camosun to Crown	132	132	...	6	
Crown to Wallace	132	132	2	6	
Wallace to Quesnelle	132	132	4	6	
Quesnelle to Macdonald	132	132	4	6	Diagonal.
Macdonald to Trafalgar	132	132	....	6	
NEW DIAGONAL:					
Trafalgar to Yew	....	132	....	6	
TWENTY-THIRD:					
Yew to Arbutus	132	132	2	6	Crossing Vancouver and Lulu Island Railway to East Boulevard.
East Boulevard to Oak	132	132	4	6	
Oak to Willow	132–106	132	4	6	
Willow to Cambie	106	132	4	6	
Cambie to Yukon	106	132	3	6	
Yukon to Columbia	106	132	2	6	
Columbia to Ontario	80	132	2	6	
Ontario to Main	66	132	2	6	
Main to Knight	66	132	2	6	Alternative suggestion to take in property from 24th to 25th Avenues.
Knight to Kingsway	66	132	2	6	New connection from Kingsway northeast to Perry and 22nd and continuing as boulevard and parkway system.
NEW CONNECTION:					
Kingsway to 22nd at Perry	....	132		6	
TWENTY-SECOND:					
Perry to line of Sydney	66	132	2	6	Boulevard. Crossing B.C.E.R. (Central Park Line) to Lakewood.
LAKEWOOD:					
B.C.E. Railway to 19th	66	132	2	6	Parkway.
NEW CONNECTION:					
Lakewood at 19th to Grandview South midway between Nanaimo and Slocan	....	132	....	6	Parkway (See Route 19.)

EAST AND WEST STREETS (FROM NORTH TO SOUTH)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
25.	TWENTY-NINTH-PUGET-CONNAUGHT-THIRTY-FIRST—					
	TWENTY-NINTH:					
	Camosun to Puget	66	66	2–3	4	
	PUGET:					
	29th to New Connection	66	66	2	4	
	NEW CONNECTION:					
	Puget to Arbutus	....	66	....	4	Along north boundary of Quilchena Golf Course.
	Arbutus to East Boulevard at 29th	....	66	....	4	Crossing Vancouver and Lulu Island Railway tracks.
	TWENTY-NINTH:					
	East Boulevard to Granville	66	66	2	4	
	CONNAUGHT:					
	Granville to Oak	80	80	3	6	
	THIRTY-FIRST:					
	Oak to Cambie	80	80	....	6	
26.	TWENTY-NINTH-MIDLOTHIAN-THIRTY-THIRD:					
	TWENTY-NINTH:					
	Cambie to Yukon	100	100	2	6	
	MIDLOTHIAN:					
	Yukon to 33rd	100	100	2	6	
	THIRTY-THIRD:					
	Manitoba to Ontario	100	100	2	6	Eastern entrance to Queen Elizabeth Park.
	Ontario to Main	66	80	2	6	
	Main to Fraser	66–73	80	4	6	
	Fraser to Kingsway	66–73–80	80	2	6	Improve jog at Victoria. Turn into Kingsway at Slocan.
27.	SIDNEY-TWENTY-NINTH-MOSCROP—					
	SIDNEY:					
	Victoria to 30th	....	80	....	6	New connection.
	30th to 29th	66	80	2	6	

	TWENTY-NINTH:					
	Sidney to Vanness	66	80	2	6	Improve jog at Nanaimo.
	Vanness to Moscrop	99	99	2	6	New connection—29th to Moscrop.
	MOSCROP:					
	29th to Boundary	33–66	80	....	6	To connect with Moscrop in Burnaby.
28.	WELLINGTON:					
	29th to Boundary	66	66	2	4	
29.	THIRTY-THIRD:					
	Camosun to Trafalgar	66	66	2–4	4	
	Trafalgar to Cambie	80	80	2–4	4	
30.	THIRTY-SEVENTH:					
	Camosun to Dunbar	66	66	3	4	
	Dunbar to Connaught	66	66	2	4	
	Connaught to Osler	66	66	4	4	
	Osler to Cambie	66	66	....	4	
	Cambie to Main	66	66	....	4	
31.	FORTY-FIRST:					
	S.W. Marine to Alma	66	100	2	8	
	Alma to W. Boulevard	66	100	4	8	
	W. Boulevard to Maple	73–80	100	5	8	
	Maple to Hudson	80	100	4	8	
	Hudson to Selkirk	90	100	2	8	
	Selkirk to Cambie	80	100	2	8	
	Cambie to Columbia	83	100	2	8	
	Columbia to Main	66–83–100	100	2	8	
	Main to Fraser	66	100	2	8	
	Fraser to Victoria	66–83–100	100	2	8	Eliminate jog at Victoria.
	Victoria to Gladstone	66	100	2	8	
	Gladstone to Nanaimo	83	100	2	8	
	Nanaimo to Earles	66	100	2	8	
	Earles to Rupert	33	100	1	8	
	Rupert to Kerr	66	100	....	8	
	Kerr to Joyce	....	100	....	8	New connection from Kerr to Joyce.
32.	FORTY-NINTH—					
	FORTY-NINTH:					
	S.W. Marine to Angus	66	80	2	6	
	Angus to midway between Sperling and Marguerite	73	80	2	6	

EAST AND WEST STREETS (FROM NORTH TO SOUTH)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
	Between Sperling and Marguerite to Ontario	80	80	2	6	
	Ontario to between Berkley and Clarendon	66–73–80	80	2	6	Improve jog at Nanaimo.
	Between Berkley and Clarendon to between Elliott and Wales	33	80	....	6	
	Between Elliott and Wales to Vivian	66	80	....	6	
	Vivian to Carleton	33–66	80	....	6	Provision to be made in new subdivision for jog east of Vivian.
	Carleton to Kerr	66	80	....	6	
	Kerr to Doman	33	80	....	6	
	Doman to Tyne	....	80	....	6	Through unsubdivided blocks.
	New Connection:					
	Tyne to Boundary	....	80	....	6	To connect with Imperial Street in Burnaby through area recommended for replotting.
33.	Fifty-seventh:					
	S.W. Marine to Oak	80	80	2	6	
	Oak to Cambie	80	80	....	6	
	New Connection:					
	Cambie to Ontario	....	80	....	6	Production of 57th easterly to Ontario and 57th.
	Ontario to east of Dawson	66–73–80	80	2	6	
	East of Dawson to Tyne	66	80	....	6	In area recommended for replotting.
	Tyne to Boundary at Rumble	....	80	....	6	New Diagonal in area recommended for replotting to connect with Rumble in Burnaby.
34.	Park-63rd-Heather-63rd-64th—					
	Park:					
	Granville to Oak	66	80	2	6	
	Oak to Fremlin	66	66	2	4	
	Sixty-third:					
	Fremlin to Heather	66	66	2	4	
	Heather:					
	63rd (west side) to 63rd (east side)	66	66	2	4	Improve corners for convenience in turning.

	SIXTY-THIRD:					
	Heather to Yukon	66	66	2	4	
	Yukon to Columbia	66	66	2	4	Diversion from 63rd to 64th.
	SIXTY-FOURTH:					
	Columbia to Manitoba (near S.W. Marine Drive)	66	66	2	4	
35.	SIXTY-FOURTH-HEATHER—					
	SIXTY-FOURTH:					
	S.W. Marine to Heather	66	66	2	4	
	HEATHER:					
	64th to 63rd	66	66	2	4	Improve corners for convenience in turning.
36.	SEVENTIETH:					Scenic Drive.
	S.W. Marine (E. Boulevard) to Heather	66	100	2	8	
	Heather to S.W. Marine (near Ash)	33	100	....	8	
37.	S.W. MARINE DRIVE—					Scenic Drive.
	S.W. MARINE DRIVE:					
	Camosun to Holland	66	100	2	8	Continuing from University Endowment Lands.
	Holland to Dunbar	66-73-83-90	100	2	8	
	Dunbar to Macdonald	66	100	2	8	
	Macdonald to Marine Crescent	80	100	2	8	
	Marine Crescent to East Boulevard	66	100	2	8	Continues along 70th.
	EAST BOULEVARD:					
	S.W. Marine Drive to block west of Granville	....	70	....	6	New connection along east side of Vancouver and Lulu Island Railway. No sidewalk required along railway right-of-way.
	S.W. MARINE DRIVE:					
	Block west of Granville to Granville	66	80	2	6	
	Granville to Hudson	66–73	100	2	8	
	Hudson to Oak	80	100	2	8	
	Oak to Heather	66	100	2	8	
	Heather to west of Ash	73	100	2	8	70th Avenue intersects west of Ash.
	West of Ash to Ontario	66	100	2	8	
38.	S.E. MARINE DRIVE:					Scenic Drive.
	Ontario to Clarendon	66	100	2	8	
	Clarendon to Kerr	133	100	2	8	South boundary of Fraser View Golf Course. Street width could be reduced to allow for 100-foot Marine Drive.

EAST AND WEST STREETS (FROM NORTH TO SOUTH)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
	Kerr to Boundary	66	100	....	8	Improve alignment at Tyne.
39.	Kent:					
	North Oak to Boundary	0–33	33	....	2	
	South Oak to Boundary	0–33	33	....	2	The 33-foot rights-of-way on each side of B.C.E. Railway (Marpole-New Westminster line) to be connected between Oak and Boundary.

NORTH AND SOUTH STREETS (FROM WEST TO EAST)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
40.	Chilco:					
	Beach to Georgia	66	66	2	4	
41.	Bidwell:					
	Beach to Davie	66	66	2	4	
	Davie to Georgia	66	66	3	4	
42.	Burrard:					
	Pacific to Hastings	99	99	6	8	
	Hastings to C.P.R.	99	99	6	6	Connects with C.P.R. elevated roadway. No parking to be allowed on bridge.
43.	Granville:					
	Pacific to Cordova	80	80	6	6	Existing 51 to 54-foot roadway permits of bare six lanes of traffic.
44.	Richards:					
	Pacific to Georgia	66	66	4	4	
	Georgia to Water	66	66	4	4	
45.	Distributor Street—					
	Pacific:					
	Burrard to Seymour	66	120	4	10	From Burrard Bridgehead. Grade separation at Granville.
	New Connection:					
	Seymour to Homer at Drake	....	120	....	10	
	Homer:					
	Drake to Smithe	66	120	4	10	Widening on west side only.

	NEW CONNECTION:					
	S. of Smithe to Cambie S. of Georgia	....	120	....	10	Grade separation at Robson.
	CAMBIE:					
	South of Georgia to Pender	66	120	4	10	Grade separation at Georgia.
	Pender to Water	66	66	4	4	
	Water to proposed Waterfront Elevated Roadway	....	48	....	6	Ramp and bridge over tracks. No parking to be allowed.
46.	BLANCA:					
	18th to 14th	80	80	....	6	
	14th to 10th	80	80	2	6	
	10th to 6th	80	80	....	6	
	6th to 4th	80	80	4	6	
47.	TRIMBLE:					
	8th to N.W. Marine Drive	66	66	2	4	
48.	IMPERIAL:					
	16th to 10th	66	80	2	6	
	10th to 8th	66	80	4	6	
49.	CAMOSUN-CROWN CRESCENT—					Parkway.
	CAMOSUN:					
	S.W. Marine to 29th	33–50	100	....	6	Along west boundary of city.
	29th to 18th	33	100	....	6	
	18th to 16th	66	100	2	6	Improve jog at 16th.
	16th to 10th	66	100	2	6	
	10th to Crown Crescent	50	100	2	6	
	CROWN CRESCENT:					
	Camosun to 8th	50–65	100	2	6	
	NEW CONNECTION:					
	8th and Crown Crescent to 4th at Wallace	....	100	....	6	To connect with Route 13.
50.	CROWN:					
	North Arm Fraser River to 48th	....	66	....	4	Extension of existing street.
	48th to 31st	66	66	....	4	
	31st to 30th	33	66	....	4	
	30th to 29th	....	66	....	4	New connection.
	29th to south of 27th	33–40	66	....	4	
	South of 27th to King Edward	....	66	....	4	New connection.
	King Edward to 16th	66	66	2	4	Improve jog at 16th.

NORTH AND SOUTH STREETS (FROM WEST TO EAST)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
	16th to 10th	66	66	3	4	
	10th to Crown Crescent	65–80	65–80	4	4	
51.	Dunbar-Alma—					
	Dunbar:					
	S.W. Marine to King Edward	66–73–80	80	4	6	
	King Edward to 16th	86	86	4	6	Improve jog at 16th.
	16th to 14th	66	80	4	6	
	Dunbar Diversion:					
	14th to 12th at Alma	82	82	4	6	
	Alma:					
	12th to 4th	66–73–80	80	4	6	
	4th to Point Grey Road	66	80	2	6	
52.	Blenheim-Quesnelle-Waterloo—					
	Blenheim:					
	Fraser River to Quesnelle	66–73	80	2	6	
	Quesnelle:					
	Blenheim to 16th	....	80	....	6	New connection to 16th at Waterloo.
	Waterloo:					
	16th to Point Grey Road	99	99	2	6	
53.	Mackenzie-Quesnelle—					
	Mackenzie:					
	41st to Quesnelle	66	66	2	4	
	Quesnelle:					
	Mackenzie at 27th to Blenheim	66	66	3	4	
54.	Marine Crescent-Larch-Puget-Macdonald—					
	Marine Crescent:					
	S.W. Marine to 49th	66–73	80	2	6	New connection south of 49th to Larch.

LARCH:					
49th to 33rd	66–73	80	2–3–4	6	
PUGET:					
33rd to 29th	80	80	4	6	
29th to Macdonald at King Edward	66–73–80	80	2	6	
MACDONALD:					
Puget at King Edward to 18th	66–73–80	80	4	6	
NEW CONNECTION:					
18th to 16th at Macdonald	....	80	....	6	
MACDONALD:					
16th to Point Grey Road	66–80	80	2	6	Improve jog at Broadway.
55. ARBUTUS-W. BOULEVARD—					
ARBUTUS:					
S.W. Marine to 49th.	66	66	2	4	Improve jog at 53rd.
WEST BOULEVARD:					
49th to 41st	66	73	3	6	Widening on west side only. No sidewalk or boulevard required on east side.
41st to 37th	66	83	2	8	Widening on west side only. No sidewalk or boulevard required on east side.
ARBUTUS:					
37th to lane north of 36th	66	83	2	8	Widening on west side only. No sidewalk or boulevard required on east side.
North of 36th to 23rd	66	100	2	8	
23rd to 16th	66	83	2	8	Widening on west side only. No sidewalk or boulevard required on east side.
16th to 7th	66–83	100	2	8	Widen on east side only. Improve jog at 16th.
NEW CONNECTION:					
7th and Arbutus to South Approach Burrard Bridge	....	48	....	6	Elevated roadway. No parking to be allowed.
56. PINE CRESCENT-EAST BOULEVARD-CYPRESS-CEDAR CRESCENT-BURRARD—					
PINE CRESCENT:					
37th to 33rd	66	66	2	4	
33rd to 32nd	33	50	2	4	No boulevard on west side.
EAST BOULEVARD:					
Pine Crescent to Cypress Street	33	50	2	4	

NORTH AND SOUTH STREETS (FROM WEST TO EAST)

No.	NAME OF STREET	WIDTH IN FEET		TRAFFIC CAPACITY (In Lines of Vehicles)		REMARKS
		Present	Proposed	Present	Proposed	
	CYPRESS STREET:					
	East Boulevard to Cedar Crescent	66	66	3	4	
	CEDAR CRESCENT:					
	Cypress Street to Burrard	66	66	3	4	
	BURRARD:					
	17th to 16th	66	66	2	4	
	16th to Broadway	66	80	2	6	
	Broadway to 1st	66	80	4	6	
	First to Cornwall	120	120	6	6	
	BURRARD STREET BRIDGE:					
	Cornwall to Pacific	120–160	120–160	6	6	
57.	EAST BOULEVARD-ANGUS—					
	EAST BOULEVARD:					
	Marine Drive (70th) to 68th	0–66	66	0–2	6	New connection from lane south of 68th to 68th. No boulevard on west side.
	68th to 64th	66	66	2	6	New connection south of 64th. No boulevard on west side.
	64th to 60th	33	66	2	6	No boulevard on west side.
	ANGUS:					
	60th to 41st	80	80	2–3	6	
	41st to King Edward	80	80	6	6	
	King Edward to Granville	100	100	6	6	
58.	FIR STREET:					
	16th to 3rd	66	66	2	4	To connect with Granville Street Bridge.
59.	GRANVILLE:					
	S.W. Marine Drive to 41st	80–100	100	3	8	
	41st to King Edward	80	100	6	8	
	King Edward to 16th	80	100	4–5	8	
	16th to 4th	80	100	6	8	
	GRANVILLE STREET BRIDGE:					
	4th to Pacific	....	80	....	10	Proposed new bridge—two decks, upper 6 lanes, lower 4 lanes.

60. Hemlock:					
15th to 5th	66	66	2–3	4	
5th to Granville at 3rd and 4th	....	66	....	4	New connections from 5th to Granville at 3rd and at 4th.
61. Hudson:					
Fraser River to Park Drive	66	80	2	6	Improve jog at 70th.
62. Oak:					
Fraser River to S.W. Marine Drive	66	80	2	6	
S.W. Marine to 33rd	80	80	2	6	
33rd to King Edward	80	80	2	6	
King Edward to 16th	80	80	3	6	
16th to Broadway	80	80	4	6	
Broadway to False Creek	80	80	2	6	
Oak Street Bridge:					
South of False Creek to proposed Distributor Street	....	80	....	6	Proposed bridge across False Creek.
63. Cambie:					Boulevard.
North Arm Fraser River to 71st	....	80	....	6	New street to serve industrial area.
71st to S.W. Marine	33	80	2	6	Eliminate jog at S.W. Marine Drive.
S.W. Marine to 59th	66	150	....	8	
59th to 37th	150	150	....	8	
37th to 33rd	150	150	....	8	Follows west boundary of Queen Elizabeth Park.
33rd to 30th	140	150	....	8	Follows west boundary of Queen Elizabeth Park.
30th to 29th	140–200	150–200	....	8	Follows west boundary of Queen Elizabeth Park.
29th to King Edward	200	200	4	8	Parkway.
King Edward to 16th	80	100	4	8	Recommended for development as a future parkway.
16th to 2nd	80	100	6	8	
Cambie Street Bridge:					
2nd to Robson	44	....	4	....	Dimensions of proposed bridge subject to future decision.
64. Main Street:					
North Arm Fraser River to B.C.E. Rly.	33	80	....	6	To serve industrial area.
B.C.E. Rly. to S.E. Marine	66	80	2	6	
S.E. Marine to 30th	86	86	....	6	
30th to 18th	86	86	....	6	Improve jog at 18th.
18th to 8th (Kingsway)	99	99	6	6	
8th to Alexander	99	99	6	8	
65. Heatley:					
Atlantic to Alexander	66	80	2	6	
Alexander to C.P. Railway	66	80	4	6	

NORTH AND SOUTH STREETS (FROM WEST TO EAST)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
66.	FRASER-SCOTT-CAROLINA—					
	FRASER:					
	North Arm Fraser River to S.E. Marine	66	80	2	6	
	S.E. Marine to 49th	80	80	2	6	
	49th to 33rd	80	80	4	6	
	33rd to 31st	73	80	4	6	
	31st to King Edward	80	80	4	6	
	King Edward to Kingsway	99	99	4	6	
	NEW CONNECTION:					
	Fraser at 16th to Scott at 15th	....	80	....	6	
	SCOTT:					
	15th to 7th	66	80	4	6	
	NEW CONNECTION:					
	Scott at 7th to Carolina at 5th	....	80	....	6	To connect with elevated roadway.
	CAROLINA-PRINCESS:					
	5th to Atlantic	....	48	....	6	Elevated roadway over False Creek fill. No parking to be allowed.
67.	KNIGHT-CLARK—					
	KNIGHT:					
	Fraser River to present street end between 62nd and 63rd (produced)	....	80	....	6	New street produced from end of present street to North Arm Fraser River.
	Between 62nd and 63rd to 61st	73	80	....	6	
	61st to 49th	66–73	80	....	6	Improve jog at 35th.
	49th to 47th	33	80	....	6	
	47th to 45th	66	80	....	6	
	45th to 41st	73	80	....	6	
	41st to Kingsway	66–73–80	80	2	6	
	Kingsway to 15th	66–73	80	2	6	
	NEW CONNECTION:					
	15th to Clark between 13th and 14th	....	80	....	6	

CLARK:					
Between 13th and 14th to North of 6th	80	80	2	6	
North of 6th to 5th	66	80	2	6	
5th to Venables	80	80	2	6	
Venables to Hastings	80	80	4	6	
Hastings to Powell	80	80	2	6	
Powell to Waterfront	66	80	2	6	
68. STAINSBURY-COMMERCIAL—					
STAINSBURY:					
Victoria to Commercial	33–66	80	2	6	Connects with Victoria Drive. Improve connection to Commercial.
COMMERCIAL:					
22nd to 18th	66–73–80	80	2–4	6	To connect with proposed King Edward Boulevard along 22nd.
18th to 15th west of B.C.E. Rly.	33	33	2–3	3	
18th to 15th east of B.C.E. Rly.	....	33	....	3	New 33-foot street to be provided on east side of B.C.E. Railway.
15th to 12th	80	80	4	6	
12th to 1st	80	80	6	6	
1st to Venables and Diversion N.W.	66	80	4	6	
Diversion (North-West) to Georgia	80	80	4	6	
Georgia to Powell	66–73–80	80	2	6	
Powell to Waterfront	66	80	2	6	
69. VICTORIA-STAINSBURY—					
VICTORIA:					
North Arm Fraser to S.E. Marine	73–80	80	2	6	
S.E. Marine to 46th	66–73–80	80	2	6	
46th to Kingsway	66–73–80	80	3	6	
Kingsway to 28th	80	80	4	6	
28th to Stainsbury	66–73–80	80	2	6	
STAINSBURY:					
Victoria to Victoria	66	80	2	6	Improve northeast and southeast corners.
VICTORIA:					
Stainsbury to 15th	66–73–80	80	2	6	
15th to 12th	66	80	2	6	
12th to 1st	66–73–80	80	3	6	
1st to Powell	66–73	80	4	6	
Powell to Waterfront	66	80	2	6	

NORTH AND SOUTH STREETS (FROM WEST TO EAST)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
70.	NANAIMO-CLARENDON:					Boulevard.
	CLARENDON:					
	S.E. Marine to 65th	....	120	....	8	South of 54th will be in proposed replotted area.
	DIAGONAL:					
	65th to 60th	....	120	....	8	
	NANAIMO:					
	60th to Waverly	66–120	120	....	8	
	Waverly to 46th	33–66	120	....	8	
	46th to 45th	66	120	....	8	
	45th to 41st	....	120	....	8	New connection through unsubdivided area.
	41st to lane north of 40th	93	120	2	8	
	Lane north of 40th to 30th	66–93	120	2	8	
	30th to Kingsway	66	120	2	8	
	Kingsway to Lawrence	66	120	2	8	Improve bends at Lawrence and 30th.
	Lawrence to Copley	99–110	120	2	8	
	Copley to Wall	99	99	2	8	No street widening recommended. Medial strip to be narrowed.
71.	VIVIAN-RHODES-EARLES-NOOTKA-BOYD-RENFREW—					
	NEW DIAGONAL (1):					
	S.E. Marine E. of Victoria to 54th and Vivian	....	80	....	6	Through proposed replotted area to 54th.
	NEW DIAGONAL (2):					
	S.E. Marine W. of Boundary to 54th and Vivian	....	80	....	6	Through proposed replotted area to 54th.
	VIVIAN:					
	54th to 49th	66–73	80	....	6	
	49th to 45th	66–83	80–83	....	6	
	45th to 43rd	....	80	....	6	New connection.
	RHODES:					
	43rd to 41st	66	80	2	6	
	41st to 38th	66–99	80–99	2	6	

	New Connection:					
	Rhodes and 38th to Kingsway opposite Earles	....	80	....	6	
	Earles:					
	Kingsway to 29th	66–73	80	2	6	
	New Connection:					
	Earles at 29th to Nootka at 28th	....	80	....	6	
	Nootka:					
	28th to 24th	66–73	80	2	6	
	Boyd Diversion:					
	24th and Nootka to 22nd and Renfrew	80	80	....	6	
	Renfrew:					
	22nd to Wall	99	99	2	6	
72.	Kerr-Rupert-Cassiar-Bridgeway—					
	Kerr:					
	North Arm Fraser River to B.C.E. Rly.	53	80	2	6	To serve industrial area along Fraser River.
	B.C.E. Rly. to S.E. Marine	66	80	2	6	To serve industrial area along Fraser River.
	S.E. Marine to 54th	66	80	2	6	Through proposed replotted area between S.E. Marine and 54th.
	54th to 49th	66–73–80	80	2	6	
	49th to Waverly	66–73	80	2	6	
	New Connection:					
	Kerr and Waverly to 45th and Rupert	....	80	....	6	Through Killarney Park.
	Rupert:					
	45th to Kingsway	33–66	80	2	6	
	Kingsway to 29th	66–73	100	2	8	
	29th to Parker	99	99	2	8	
	New Connection:					
	Rupert & Parker to Adanac & Cassiar	....	100	....	8	
	Cassiar:					
	Adanac to McGill at Bridgeway	99	99	2	8	
	Bridgeway:					
	Cassier to near Cariboo	99	99	2	6	Connects with Second Narrows Bridge.

NORTH AND SOUTH STREETS (FROM WEST TO EAST)

No.	Name of Street	Width in Feet		Traffic Capacity (In Lines of Vehicles)		Remarks
		Present	Proposed	Present	Proposed	
73.	Tyne:					
	57th to 54th	33–66	80	....	6	Through proposed replotted area.
	54th to 49th	66	80	....	6	
	49th to 46th	50–83	80–83	....	6	Improve jog at 45th.
	46th to north of 44th	66	80	....	6	
	North of 44th to Kingsway	33	80	2	6	
74.	Joyce Road:					
	School Road to Kingsway	66	100	....	8	Extension of 41st to Kingsway.
	Kingsway to Moscrop	66–73–80	80	2	6	
75.	Boundary:					Boulevard from Marine Drive to Scenic Highway.
	Fraser River to S.E. Marine	66	80	....	6	To serve industrial area along Fraser River. Portion south of 54th will be in proposed replotted area.
	S.E. Marine to 29th	66–99	132	2	8	
	29th to Edinburgh	132	132	2–4	8	

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